THE EVENING TELEGRAPH.

VOL. XV.—NO. 38. PHILADELPHIA, TUESDAY, FEBRUARY 14, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

The Neptune Cruelties.

Unparalleled Barbarities.

Cumberland County Democracy.

Where is the Tennessee?

The Darien Expedition.

End of the Coal Strike

Etc., Etc., Etc., Etc., Etc.

THE NEPTUNE CRUELTIES.

Warrants Against Captain Peabody and His Mates—Statements of the Victims.

United States Commissioner Shields to-day paid a visit to the frost-bitten colored sailors, who allege that they are suffering on account of the inhumanity of Captain Peabody and his mates of the ship Neptune. There are eight men in all in the Park Hospital. Six of these men, those whose names have already been reported, are in bed; the other two are able to sit up.

In answer to questions put by the Commissioner, who had come to take the affidavits of the men preparatory to issuing warrants against the officers, Edward Reese, whose feet and hands are in a dreadful condition (the little finger of his left hand having dropped off from mortification resulting from frost), said that the captain and second mate had frequently struck him, and made him do work when he was suffering great agony from frozen feet and hands, and that the captain always called him into the cabin when he struck him, so that no one could see him punished.

William Oliver, another of the victims, complained of similar treatment, and added that the captain had often kicked him, and that he had been forced to work so incessantly that he had not been able to take his boots off for three weeks. This man's feet were covered with a kind of scum or mould, the effects of frost and constant wetting with salt water.

Francis Albon, a Bermuda negro, was in a terrible condition. His feet are puffed up and swollen to at least three times their natural size, and his hands are also in a bad condition. His story is similar to that told by others; in fact, all the men are in substantially the same condition and relate about the same story of the inhumanity of the captain and mates in making them work when they were unable. All the victims are extremely honest appearing men, and do not talk nor appear like men who would disobey orders or create trouble on shipboard.

The records of the cruelties alleged to have been perpetrated by Captain Peabody cover pages of almost every United States Commissioner's minute-book, are on record in the Mayor's office, and have filled columns of newspapers during a period of many years, yet he has never been convicted, it is said, owing to his influence and wealth.

William Brown and another sailor, name unknown, both white, have begun civil suits against Captain Peabody, in the Marine Court, to recover damages for cruelties alleged to have been inflicted on them on board the Neptune. Brown has also made an affidavit against the captain and second mate, before Commissioner Shields, alleging that the mate beat him, and that the captain kicked him and threatened to throw him overboard on several occasions.—*N. Y. Post last evening.*

DEMOCRATIC FINANCIERING.

How Cumberland County Manages Her Domestic Affairs.

The following, from the Carlisle *Herald*, shows the peculiar qualifications of the Democracy to manage the money affairs of the people:—

At last the investigation is over. The auditors have adjusted the accounts of the county treasurer and made their report. We will give a resume of the matters developed as far as they have been reported to us:—

Let it be known, then, that during the triumvirate of Messrs. Hale, Floyd, and Harris, men who were selected by that grand old Democratic party, for their integrity, prudence, and capacity, to manage the affairs of the country, it became necessary to build bridges over the Conodoguinet. The commissioners had at first promised the woodwork of these bridges to Messrs. Jacoby and Gracey, of this county, but they afterwards concluded, for substantial reasons, to give it to the company which was to furnish the iron. Messrs. Jacoby and Gracey then employed counsel, and proposed to bring an action against the commissioners for damages on account of the unfulfilled contracts. In the meantime the board changed, Rhoads taking the place of Mr. Hale, whose term had expired. In order to get rid of the suit, Rhoads and Floyd signed orders on the treasurer of the county for $1400 in favor of Jacoby and Gracey, in satisfaction of their claims.

This was the origin of the trouble that has kept the happy family in hot water for some time past, and which made the developments which we now rise to explain.

When this matter came to be investigated, the proprietors of the Democratic Club-room and their clerk, one James Armstrong, were called and sworn. The auditors held a loose rein, and the developments became "elegant entirely." It was shown that the commissioners had a commission of two dollars per foot for the iron bridges that were to be built over the crooked and raging Conodoguinet, which the contractor was to pay them as soon as he received his money. So when the iron bridge man drew his funds from the treasurer, he handed over to the amiable Mr. Armstrong, who was the financial agent of the concern, somewhat over $800.

Mr. Harris, when he was examined, was asked as to this matter, and said that Mr. Armstrong had handed him a roll of notes about that time, but he never supposed there was anything wrong in the matter, but thought it was in the regular course of business. He didn't at the time even count the money, so much was he engrossed and his mind distracted with his official duties. This was what came out of a single bridge-building transaction, in the investigation of a single item.

A more astounding development of official misconduct never before came out in any community. The fact that a set of commissioners, who are paid for as many days as they can find excuses to come to Carlisle, should make two deliberate attempts at robbing the county treasury in the same transaction, is incredible, and would hardly be believed on any other than their own testimony. This imposition on the tax-payers of the county merits the severest rebuke, and it doesn't matter whether it arose from corruption or want of official knowledge, or from what cause. The commissioners are supposed to be elected to guard the funds in the treasury, and not to squander or steal them. We will continue this sort of official advertising gratis on all proper occasions.

THE TENNESSEE.

Speculations as to Her Fate—Naval Officers Believe Her Safe.

The Washington *Patriot* of yesterday says:—That some accident has happened to the steamer Tennessee seems to be the conviction of many persons; and yet, when pressed for the reasons for such serious apprehensions, the causes assigned are as numerous as the inquiries. When taken together they amount to this:—First, that the Tennessee has been out twenty-seven days, without having been heard from or seen by any passing vessel, which, in itself, is not sufficiently unusual to warrant the feeling which prevails; second, a want of confidence in the administration of our naval affairs generally; and third, painful rumors that neither the vessel itself nor her machinery were such as should have been selected for such a trip.

On Friday the President is said to have stated that, although a little nervous on Thursday, he did not then, after hearing General Babcock's views, feel at all alarmed.

Being asked what General Babcock's views were, he said: "General Babcock says he has made two trips to San Domingo; and that, owing to missing the connection with the steamers, that leave there once a month for New York, it may be ten days more before news of the Tennessee comes back. I hope to hear by Sunday of her safe arrival."

The Tennessee's engines were inquired about. Some said they had a fair trial in a sail from New York to Washington, and others said not, but all agreed that her chief engineer officer was a superior man for the place, and would work the machinery through if it could be worked at all.

At the Capitol the feeling was not as confident, and fears that the Tennessee was lost were openly expressed.

On Saturday the President telegraphed to Admiral Lee, directing him to despatch a vessel to San Domingo in quest of the Tennessee or of information of her. This is construed as an indication of misgivings at the Navy Department, but as any admission of such a feeling there would be felt as an admission of the unseaworthiness of the vessel, it will no doubt be said that this order was issued to allay the public anxiety relating to the missing steamer. It is evident that the department is in hourly hopes of hearing from the Nantasket, and the Chief Clerk has remained in the department until late for several nights, in expectation of receiving such a cable despatch from Havana.

Public anxiety will naturally increase as the time passes, and if nothing is heard before the return of the vessel despatched by Admiral Lee, which cannot be before Friday or Saturday, it will have reached a painful degree.

STATEMENTS OF NAVAL OFFICERS.

The following statement is made up after conversations with prominent naval officers in the city:—The Tennessee is one of a class of steamers built near the close of the war with special reference to their speed, and which have since proved themselves to be staunch sea-going vessels. During her trial trip in 1867, with the Sherwood machinery in her, she encountered a four days hurricane in the Gulf of Mexico, which put her capacities for sailing in a high sea as thoroughly to the test as any vessel could well be subjected to. The journal of Captain Wroe, giving an account of that trip, is very full and explicit, and goes to show that her behavior in gales that split her new stormsails to tatters, and thumped her about in every conceivable and unpleasant manner, was admirable, and that in a severe encounter with the ocean in one of its ugliest moods she carried herself so well as to deserve high praise from that officer.

Naval officers of the best experience state that after her return from that desperate trip (in which the worst that could be said of her by her commander was, that she would ship an occasional sea, and that she had not sufficient scuppers for what is called a "wet" ship), she was hauled up and thoroughly examined. The faults referred to were all remedied. She was lightened of some five hundred to eight hundred tons of unnecessary machinery, affording room for bunks for a competent crew; a spar deck was put upon her, which completely protects her from shipping heavy seas, and at the same time braces and strengthens her all around; her machinery put in splendid condition, and a new keel put in her. Every timber in her was thoroughly examined—she is a white-oak vessel—and wherever there was the slightest sign of decay the condemned portion was removed and sound timber substituted. She was regarded as being in excellent condition for this trip, and was selected for it for this reason.

When the Tennessee went down New York harbor on this passage she was observed to be going only at a rate of eight knots, and several persons who knew what her engines would be likely to do predicted that she would not make over 10½ knots during the passage. She left on the 16th ultimo, and could not be supposed to have got away from Sandy Hook, where her compass had to be adjusted, and get clear of the coast on the first day. This would bring her to the 17th. To go the route she went, get to San Domingo, and from thence round to Havana, she would have to travel 2890 miles. Commencing to count from the 17th, and allowing her speed at 10½ knots, it would take her till the 27th to reach Samana bay; and in crossing the Gulf Stream, as she had to diagonally, she met the resistance of that current flowing dead against her at the rate of four miles an hour, which would make her lose at least 100 miles out of the day's work where she crossed. This 100 miles would have to be accounted for in the time allotted for her passage.

On arriving at Samana Bay she would be out of coal, and it is thought she took no coal bags or baskets with her, such as are used in hoisting in coal, and that, with the facilities she would be likely to find there for coaling, she could not ship a complement for her return voyage at the rate of over sixty tons per day. Thus time would elapse at this point.

The Tennessee carried a steam launch on board, and something was said before she left about sending a party to do a little exploring up the Yuna river. This would also consume some time. Allowing five days for coaling and pleasure trips would bring us down to the 1st inst. Then she would be two days getting round to San Domingo city, which brings us down to the 3d. From the latter point to Havana would require five days more, which brings us down to the 8th instant, and then allow a margin of one or two days for the hundred miles lost in crossing the Gulf stream, and for incidental mishaps only important in the vexatious delays attendant on them, and the twenty-seven days that have elapsed since she sailed are reasonably accounted for.

In a word, it may be stated that every prominent officer in the navy located or visiting in Washington has been interviewed by newspaper men, or by the anxious friends of those on board the Tennessee, and all assert their belief that the ship is safe.

Captain Drummond's Statement.

The following appears in the New York papers:—

PHILADELPHIA, Feb. 13.—Captain Drummond, of the bark Anderson, furnishes the following additional particulars of his sighting the Tennessee:—

I first saw this vessel about 11 o'clock on the night of January 18. It was the 19th by nautical time; the 18th by land time. First saw her masthead lights. Do not know that she was a bark-rigged vessel. Her mizzen-tops were furled, and I could not determine. The vessel was acting very strangely, and it was all we could do to keep out of her way. She was steering directly south. She crossed our bows within 500 feet of us. This was about one hundred miles from Cape Hatteras, a perfect gale blowing. The Anderson shipped a great deal of water all that night, and labored very heavily. I feel confident that it was the Tennessee we saw. If she got through the storm all right she would certainly have put in at Jamaica in four days and reported from that place.

The following is an exact copy of the Anderson's log-book at 11 o'clock, the time the Tennessee was noticed:—

"Fresh gales attended with squalls; lightning in north-northeast; a heavy sea making. Reefed the topsails and furled them. Passed a steamer man-of-war steaming to the south, nationality unknown, at 12 o'clock."

The Anderson's log-book reported raining and a very heavy northeast sea rolling. Both Captain Drummond and his first mate are positive that it was the Tennessee they saw, as she would have been just at that place on the 18th of January, land time. Captain Drummond would have reported it before, but did not know the Tennessee had not been heard from.

THE DARIEN EXPEDITION.

Arrival of the Guard at the Gulf of Darien—The Proposed Route—Starting the Expeditions.

U. S. SHIP GUARD, MOUTH OF THE ATRATO RIVER, Jan. 1.—It is now nearly a month since the United States Exploring Expedition, under the command of Thomas O. Selfridge, commander U. S. N., sailed from New York on the Guard for the purpose of deciding whether it is or is not practicable to divide the Isthmus of Darien by a canal through which the largest vessels may pass from the Atlantic to the Pacific Ocean. It will be recollected that the Guard was used last year for a similar purpose, and that the San Blas and other routes then examined and surveyed were found to offer insurmountable obstacles to the construction of the proposed canal. Leaving New York on the 3d of last December, the Guard made a quick passage of fourteen days to Cartagena, the capital of Bolivia. There, through the courtesy of Mr. Hanaberg, the American Consul, Commander Selfridge succeeded in engaging sixteen of the most trusty *machetteros*. These men become exceedingly vigorous and hardy by passing more than half the year in the woods hunting for rubber. Thus they are well fitted to act as guides, and to cut such lines as it may be necessary to open during the survey. While at Cartagena, the naval officers and civilians of the expedition gave a ball on the Guard in honor of the inhabitants. The President of Bolivia, the foreign Consuls, and most of the *elite* of the city were present, and the entertainment passed off in a most enjoyable manner. On Christmas day a delegation gave the officers of the Guard a formal invitation to a grand ball, to be given them on the following night by the citizens o Cartagena. The invitation was accepted, and from the fact that the boats used by exploring parties have since been named Rapherania, Anita, and Colombia, it would seem that the young officers were more than pleased with their fair entertainers.

When anchor was again weighed a day's run brought us to our present anchorage in the Gulf of Uraba. We are just inside the entrance, about two miles off the Isla de los Muertoe (Island of the Dead). The topography of the country in the immediate vicinity of the shore-line is exceedingly monotonous. This land, formed from the deposit of the Atrato river, is low and marshy, and covered with a luxuriant growth of tropical vegetation. The beach is everywhere of fine sand, destitute of shells, and runs off very gradually to deep water. There is no lack of anchorage, however, for vessels of the largest size.

From information furnished by a guide who has passed his life in gathering caoutchoue on the banks of the Atrato River and its tributaries, Commander Selfridge feels confident that a practicable route for a ship canal across the Isthmus of Darien will be the following:—Enter the Atrato by Cano Coquito, one of the thirteen arms through which its waters flow into the sea; follow the Atrato about fifty miles into the interior to the Cacarica River; follow the Cacarica up until reaching the Indian trail which leads across the "divide" between the Atlantic and Pacific slopes to the village and river of Paya; go down the Paya river to its junction with the Tuyra, and down the Tuyra to San Miguel Bay and the Pacific Ocean. It is said to be less than a dozen miles from the head of the Cacarica to the head of the Paya, so that we have at once a continuous connection of running water between the two oceans, with the exception of a single break caused by a range of hills described as not much higher than the masts of our ships.

Yesterday morning the first exploring party left the ship under the command of Master A. R. Conden, U. S. N., in charge of the boats and men, and James Barnes, Esq., Chief Engineer of the expedition in charge of the survey, assisted by Mr. A. D. Beach. This party is ordered to proceed as soon as possible to the junction of the Cacarica with the Atrato, and to carry the survey from that point up the former river to the Paya trail. To-morrow Commander Selfridge will start in the steam-launch and make a rapid reconnoissance of the entire route as far as the village of Paya on the Pacific side. The report given by him on his return will of course be waited for with the liveliest interest, as it will almost decide the practicability of the ginantic enterprise. Another surveying party will start out to-morrow under the direction of A. Leslie Davoll, assistant engineer to the expedition. He will make a preliminary examination of Boca and Cano Coquito, and run a line of levels to the junction of the Cacarica with the Atrato.

END OF THE COAL STRIKE.

Great Rejoicing Throughout the Anthracite Region—Operatives and Miners.

SCRANTON, Pa., Feb. 13.—Saturday was a day of universal rejoicing in this city, and, in fact, throughout the anthracite coal regions, inaugurated by the glad intelligence that the Grand Council of the Workingmen's Benevolent Association had at last signified its willingness to allow the miners to resume work on the 15th.

This edict, so long and anxiously looked for, produced great and intense excitement. From early morn until far in the night, the principal avenues were thronged with people representing all classes.

The causes which led to this great strike have been enumerated so often that to repeat them would be superfluous. There are some things, however, developed during its continuance which may be of interest to the reader.

Some time ago the miners in the five anthracite counties, viz., Schuylkill, Luzerne, Carbon, Northumberland, and Columbia, formed themselves into a union, similar to those of other trades in New York. This organization was called the Workingmen's Benevolent Association.

A Grand Council is elected yearly. This council is composed of 31 members, who exercise control over one hundred thousand miners. The council is invested with supreme powers, and all questions arising in subordinate regions are settled by it, and no matter how unfair or unjust the decision may appear, members of the Union are bound to submit without a murmur.

It afforded opportunity for the exercise of undue authority, if it did not openly invite the attendance of scheming operators who had axes to grind, and who understood thoroughly where and when to strike.

In the Schuylkill region especially a regular system was inaugurated there last year by its representatives in the Council, which has been kept up ever since. At times symptoms of open mutiny became apparent, and many of the miners threatened to quit the concern, and openly to declare their sentiments regarding it, but the inevitable "gag" was brought into requisition, and they were forced to submit quietly.

If conducted properly and fairly in the interest of the miners, the W. B. A. would be of great advantage to them, but when it is run in the interest of a few, to the detriment of the many, then people here say it is a curse and should be abolished.

Since the strike began business has been almost suspended. Of course, there has always been plenty of money, but it has been locked up in a few private safes.

—Three thousand Baltimoreans make boots and shoes for the wholesale trade, and last year they turned out $4,000,000 worth.

SECOND EDITION

NEWS FROM THE PACIFIC.

The Outrages on the Neptune.

The Officers Held to Bail.

New Hamburg Disaster.

The New Erie Mortgages.

Death of Colonel Chickering.

To-day's Cable Quotations.

Etc., Etc., Etc., Etc., Etc.

FROM NEW YORK.

The New Hamburg Disaster—An Impostor.

NEW HAMBURG, Feb. 14.—The woman giving the name of Sarah Bennett, and claiming that her husband was on the ill-fated train, and who identified a hat as Poughkeepsie as her husband's, and fainted, and who has collected considerable money from sympathetic persons, has been arrested as an impostor, and lodged in Poughkeepsie jail.

Fire at Port Jervis.

PORT JERVIS, N.Y., Feb. 14.—A fire this morning on Pike street burned May's building, occupied by May, tobacco dealer; Charles, grocer; Sudderly, milliner; and May, photographer. Hunt's building, adjoining, occupied by Vall Brothers, books and stationery, and Hunt, druggist, was badly damaged. Total loss, $20,000; insured.

The Neptune Outrages.

Two mates of the ship Neptune were arrested yesterday, and held in $5000 bail each for examination to-day, on the charge of cruelty to seamen on the vessel.

The New Erie General Mortgage.

The *Times* of to-day says that the amount of the new Erie general mortgage is stated by street rumor to be $30,000,000, which at par would cover and leave $5,000,000 free. All the original mortgages, from the first to the fifth inclusive, amount to about $20,000,000, and the debenture bonds, not a mortgage lien, negotiated in London for $3,500,000 in 1865 and $1,500,000 in 1868.

FROM THE PACIFIC COAST.

Robbery of Wells, Fargo & Co.

SAN FRANCISCO, Feb. 13.—A very exaggerated report was current in the streets this afternoon of the robbery of Wells, Fargo & Co.'s agent on board the steamer William Faber. The office was broken into and robbed of a small amount. The police have as yet been unable to detect the robbers.

A Heavy Snow Storm

prevails here and generally along the coast.

Mint Management.

It is rumored that Mr. Lagrange, Superintendent of the United States Mint here, has been removed.

China and Japan Carrying Traffic.

Leland Stanford, President, and Charles Crocker, second Vice-President of the Central Pacific Railroad Company, have left for the East to endeavor to effect negotiations with the Pacific Mail Steamship Company whereby the Central may secure the China and Japan carrying traffic from San Francisco to Eastern points.

FROM NEW ENGLAND.

Death of Colonel T. E. Chickering.

BOSTON, Feb. 14.—Colonel Thomas E. Chickering, of the firm of Chickering Brothers, piano-forte makers, died suddenly this morning of apoplexy.

[Colonel Chickering was the son of Jonas Chickering, founder of the celebrated firm of Chickering Bros., and who died in the year 1853.—ED.]

New York Money and Stock Market.

NEW YORK, Feb. 14.—Stocks dull. Money easy at 4@5 per cent. Gold, 111½@111¾. 5-20s, 1862, coupon, 112; do. 1864, do., 111¾; do. 1865, do. 111¾; do. 1865, new, 110½; do. 1867, 110½; do. 1868, 110¾; 10-40s, 110⅞; Virginia 6s, new, 62½; Missouri 6s, 90¾; Canton Co., 72¾; Cumberland preferred, 28; New York Central and Hudson River, 94¾; Erie, 22½; Reading, 99⅛; Adams Express, 67¾; Michigan Central, 117¾; Michigan Southern, 94½; Illinois Central, 133; Cleveland and Pittsburg, 104¾; Chicago and Rock Island, 107; Pittsburg and Fort Wayne, 95¾; Western Union Telegraph, 46⅜.

Last Night's Quotations.

LIVERPOOL, Feb. 13—Evening.—Sales of Cotton were made to-day in a ship named at New Orleans, for delivery in April, at 7⅛d. for middling. Many brokers quote Cotton on the spot at 7⅛d. for uplands and 7⅛d. for New Orleans. The official quotations are, however, as already stated, 7⅛@7¼d. for uplands and 7⅛@8d. for Orleans.

IRON SHIPS.

Sailing of the Steamer Whitney.

The iron side-wheel steamship Whitney, just built by the Harlan & Hollingsworth Company, for Charles Morgan, Esq., of New York, sailed from this port at 5 P. M. this morning for New Orleans.

She carries about a dozen or fifteen passengers, amongst them her owner and several members of his family. The Whitney is one of the finest steamships ever built in America, and is the twenty-third built here for Mr. Morgan. She is in every respect a seaworthy ship, and has powerful machinery and new patent wheels, which are expected to ensure in her great speed. We predict for her a popularity equal to that attained by her consort, the Josephine, which has honorably won the title of "the Queen Steamer of the Gulf." The Whitney will join her on the route between Brashear City and Galveston.—*Wilmington Commercial, last evening.*

—A resident of Connecticut boasts that for eighty-four consecutive years he has eaten his Thanksgiving dinner in the same house

—It is insisted, in Ohio, that Vallandigham's friends will press him as the Democratic candidate for United States Senator next winter.

—The planters in Louisiana and Mississippi are reported to be actively making arrangements to secure white laborers for the next crop, and the supply fails to meet the demand. The demand for white servant girls in these States is also very great, and good ones are paid from $20 to $25 a month.

THIRD EDITION

SAFETY OF THE TENNESSEE.

Spoken off Dominica.

Reported by Several Vessels.

All Doubt and Fear Removed.

Rejoicings in Washington.

Matters at the Capital.

Relief for Suffering France.

Important Naval Orders.

Etc., Etc., Etc., Etc., Etc.

FROM BALTIMORE.

Safety of the Tennessee—She is Spoken Off Dominica.

BALTIMORE, Feb. 14.—The *American* has a despatch from Washington announcing that the United States steamer Tennessee is safe, and had been spoken off Dominica.

The Snow Storm.

Snow commenced falling about 1·30 this myrning, and continues steady to this hour, noon.

FROM NEW ENGLAND.

Statement of Captain Hopkins—The Vessel Spoken Supposed to be the Tennessee.

BOSTON, Feb. 14.—Captain Hopkins, of the bark Mary Baker, from Miragone, Hayti, reports:—On January 28, off St. Nicholas mole, northwest end of Hayti, saw an American man-of-war.

When first seen she was under steam alone, but she immediately made sail and steered for the east end of Cuba under both steam and sail The steamer was very long and ship rigged. The weather was fine at the time.

From the description of the steamer it was supposed she might have been the Tennessee, but as her course would have to be in the opposite direction, it is concluded the vessel was some other American man-of-war cruising in those waters.

FROM WASHINGTON.

The Tennessee Spoken by a Vessel Arrived at Boston.

Despatch to the Associated Press.

WASHINGTON, Feb. 14.—Much joy was occasioned at the Capitol to-day by the statement of Representative Randall that he had read at the Treasury Department a despatch from the Collector of Customs at Boston, to the effect that a British bark at that port brings intelligence of having spoken the United States steamer Tennessee off the western part of San Domingo Island, in the Windward Channel.

The Boston Despatch to Secretary Boutwell

The Secretary of the Treasury to-day received the following telegram from Boston:—

"HON. George S. Boutwell, Secretary of the Treasury:—Captain Hopkins, of the British bark Mary Barker, from St. Michael, which arrived at this port this morning, reports that on the 28th of January she saw an American man-of-war off Mole St. Nicholas, northwest side of Hayti.

"When first seen she was under steam, and soon after stood to the east end of Cuba under sail and steam, going very slow, with her ensign set. Her description answers to that of the Tennessee. M. FISKE,

"Special Deputy Collector."

The Tennessee Heard from at Boston.

Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 14.—A despatch to Secretary Boutwell announcing that the steamer Tennessee had been spoken by a vessel which arrived at Boston was received here with many manifestations of joy. In a short time it spread over the city, and was the theme of general conversation in both houses of Congress. If it is true it is expected the Government will receive official despatches from her on Thursday or Friday of this week.

The Senate Committee on Foreign Relations, at a meeting to-day, discussed

Butler's Fenian Resolution,

but came to no conclusion. They also considered Pomeroy's resolution of

Sympathy with French Republicans,

but no vote was reached.

The Finance Committee of the Senate to-day decided that in all cases where lands have been seized in several States under the operation of

The Direct Tax Act,

they shall be returned to their owners. They will probably report a bill requiring the Commissioner of Internal Revenue to collect four millions of dollars due from the late Rebel States and the States of New York and Oregon.

The Banking and Currency Committee completed to-day a bill for the

Reissue of National Bank Notes,

and will report it to-day or to-morrow.

The bill for creating a

Redemption Bureau

at New York was discussed, but no conclusion reached

Foreign Relations Committee of the Senate having discussed the question of bringing home

The Remains of Officials

of the United States who die abroad, decided not to establish the precedent.

The Supplies for France.

The Navy Department issued the following circular this morning:—"In accordance with the provisions of a joint resolution of Congress the United States ships Worcester, at Boston, and Supply, at New York, are placed at the disposal of the committees organized in those cities for the purpose of sending supplies to the destitute and suffering people of France and Germany."

These ships will employ all the men at the disposal of the department, and it is suggested that supplies for this purpose collected at other places be forwarded for transportation to the Collectors of the above named cities.

Snow at the Capital.

Despatch to the Associated Press.

WASHINGTON, Feb. 14.—Up to noon to-day snow to the depth of nine and a half inches has fallen since last midnight. This is the deepest snow of the season.

Naval Orders.

Despatch to the Associated Press.

Commander W. D. Whiting is detached from the New York Navy Yard, and ordered to command the Worcester, now being put in readiness at the Boston Navy Yard to convey a cargo of provisions to France.

The following officers are detached from the stations opposite their names, and also ordered to the Worcester:—

Lieutenant-Commanders A. T. Mahan, from New York Navy Yard; D. C. Woodrow, from Hydrographic office; Master H. G. O. Colby, from Boston Navy Yard; Ensign O. A. Hochlingard, Boatswain James Wilson, from New York, and Carpenter J. A. Dixon, from Boston Navy Yard.

In addition to the above, the following officers are also ordered to the Worcester:—Paymaster George A. Lyons, Chief Engineer F. H. Baker, First Assistant Engineer G. W. Gensner, and Ensigns N. J. C. Bateh and E. B. Barry; Surgeon W. M. King is detached from the Dictator, and waits orders; Surgeon S. D. Kennedy is detached from the receiving ship at Norfolk, and ordered to the Dictator. Surgeon T. C. Walton is ordered to the receiving ship at Norfolk. Surgeon W. R. Schofield is ordered to special duty at New York. Lieutenant William C. Swinburne is ordered to the Michigan.

FROM NEW YORK.

The New Hamburg Accident.

ALBANY, Feb. 14.—The Railroad Committee of the House met this morning in the matter of the New Hamburg accident, and examined Charles Wendell, Treasurer of the Central and Hudson River Railroad, relative to the number of employes on the oil train, salaries paid, and dates. The committee then adjourned with the understanding that a resolution would be offered in the House, proposing joint action with the Senate Committee on the same subject.

Heavy Snow Storm.

NEW YORK, Feb. 14.—Heavy snow all this forenoon, and is now probably six inches deep. The storm continues.

New York Canals.

The Auditor of the Canal Department, in answer to a resolution of the Senate, how much money was borrowed of banks for canal purposes during 1870, reports the total at $1,191,836, on which interest is now being paid.

FROM THE WEST.

Jubilee Fisk and the Missouri Central Railroad.

ST. LOUIS, Feb. 14.—It is reported at Jefferson City that James Fisk, Jr., has purchased a large interest in the Missouri Pacific Railroad. It is known here that some $900,000 of this stock, owned and controlled by Mr. Bridge, is for sale, and that Mr. Joy, on the one hand, and Mr. Parsons, of the Missouri, Kansas, and Texas Railroad, on the other, are bidders for it. Mr. Joy is said to be backed by the Baltimore and Ohio Railroad, while behind Mr. Parsons are the Pennsylvania Central and Atlantic and Pacific Roads.

FROM NEW JERSEY.

Freight Charges on the Erie Railway.

TRENTON, Feb. 14.—A bill has been introduced in the Senate classifying the freight charges of the Erie Railway between New York and Paterson into four classes, at rates of fifteen, thirteen, ten, and seven cents per one hundred pounds.

The Senate has made the consideration of the fifteenth amendment the special order for Tuesday.

Important Legislation.

Both houses have passed a bill to allow indicted persons to witness in their own behalf.

PENNSYLVANIA LEGISLATURE.

Senate.

HARRISBURG, Feb. 14.—The Speaker presented a protest from the Philadelphia City Councils against the erection of a bridge over the Delaware at Windmill Island.

Mr. Buckalew obtained consent for the special committee on public printing to report at any time.

Mr. Anderson read a bill incorporating the Home for Aged Protestant Women in Pittsburg.

Mr. Dill, one supplementary to the penal laws. This bill provides that no person shall wilfully, maliciously or negligently shut up, obstruct, or impede any logslide, logway, trailway, or private road, or hinder the passage or hauling of any logs, lumber, or produce thereon.

Mr. Connell, one incorporating the Northern Savings Fund and Trust Company of Philadelphia. Also, one referring to the Attorney-General and Attorney-General the claim of Judge George M. Stroud for salary due.

Mr. Davis, one providing for a board of health in Reading.

Mr. Turner, one relative to Land Office titles. This bills provides that when vacant lands have been included in a farm or tract, and have been improved or used in connection with improved lands as part of the same, and taxes have been paid, the owner of the farm or tract who may have taken out a warrant and survey for such land and paid for the same patent therefor is entitled to the preference.

Mr. Henszey, one exempting the Central Soup Association of Philadelphia from taxation as long as occupied for the purposes of the association.

Mr. Brooke, one providing for an equitable division of funds and property between the school districts of Chester township and South Chester borough; also one incorporating the State Bank of Delaware county; also one exempting the Newtown Improvement Association from taxation.

Mr. Connell, one extending to all railroad companies the act of April 23, 1861, relative to certain corporations, and of act of April 14, 1870, supplement to the act regulating railroad companies.

Also, one repealing the act of July 18, 1863, relative to the plans of surveys of certain streets in the Twenty-fourth ward.

Also, one authorizing the Shamokin Valley and Pottsville Railroad Company to borrow money and issue its bonds and mortgage, to procure the endorsement of the Northern Central and Philadelphia and Erie Railroad Companies thereon, and authorize the Shamokin Valley and Pottsville Railroad Company to purchase additional stock.

Mr. Olmsted, one providing for the redraining of wet and swampy lands.

Mr. Dechert, one relative to notes, checks, bills of exchange, and negotiable paper falling due on the Monday succeeding the Sunday on which public holidays may fall. This bill provides that whenever January 1, February 22, July 4, Christmas Day, or any other legal holiday shall fall on Sunday, that payment of all notes and other negotiable instruments falling due on the Monday following shall be payable on Saturday previous.

House.

The House was engaged during the morning in the first reading of various bills upon the private calender; among these was supplement to act incorporating Philadelphia Telegraph Company, authorizing the issue of preferred stock and the payment of ten per cent. dividends thereon. This was objected to by Mr. Josephs because there was no provision in the bill for the protection of holders of common stock, and was postponed for one week.

Baltimore Produce Market.

BALTIMORE, Feb. 14.—Cotton quiet and unchanged. Flour quiet but firm; Howard Street superfine, $5 62½@6; do. extra, $6 50@7·25; do. family, $7·75@9; City Mills superfine, $6@7·75; do. extra, $7@8·25; do. family, $8·50@11; Western superfine, $5·62½@6; do. extra, $6·50@7·25; do. family, $7·50@8·50. Wheat firm and higher; choice white, $2@2·10; fair to prime, $1·60@1·90; prime to choice red, $1·90@2·10; fair to good, $1·60@1·80; common, $1·40@1·50; Ohio and Indiana, $1·60@1·65; Pennsylvania, $1·55@1·60. Corn firm and steady; white Southern, 86@88c.; yellow Southern, 81c. Oats in fair demand at 57@59c. Rye dull at 90c.@$1. Provisions firm and unchanged. Whisky quiet at 93@94.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

PINAFORE PIETY.

From the N. Y. Sun.

Every one who is at all familiar with the names of celebrities in the serious world will at once recognize that of the Rev. Edward Payson Hammond, the distinguished revivalist, who is now "reviving" the children of Newark. It is not to be doubted that his intentions are excellent and that he works extremely hard in developing them. We, for one, are not anxious to detect a wolf in every one who comes amongst us wearing the clothing of a sheep. If the bleat sounds natural and the wool looks white and none of our ewe lambs are missing or injured, we have every disposition to allow the new comer to have his bah out, and then to carry the tinkling of his bell into other folds.

At the first blush, therefore, we are disposed to feel rather kindly towards Mr. Hammond, believing that he conceals no detestable passion beneath the guise of religion, and that he is content to work without money and without price, and to experience reiterated surprises whenever the community whom he has last been reviving present him with a handsome gratuity of several hundreds or thousands of dollars. In this world there are men worse than he—men who cloak an unutterable amount of crime beneath a profession identical with his. We believe that Mr. Hammond, at present over in Newark, is preaching there to infants a span high—if we may be permitted to borrow a figurative expression which is frequently used in a very different application—and is exherting children in pinafores to pause and consider their ways, and inquire what they shall do to be saved. Where is the hardened child of six that Hammond will not in as many minutes reduce to tears? And where is the lost reprobate of four-and-a-half who cannot be convinced in one short sermon that he (not Mr. Hammond) is a miserable sinner; that he would rather (infinitely!) starve than steal, and that there is no chance for him on the other side of Jordan unless he buys Hammond's New Praises of Jesus, only twenty-five cents, from which Mr. Hammond's publishers make a profit. We do not belive that Mr. Hammond could so long have labored in Newark, or anywhere, for the matter of that, without these effects legitimately following.

We are not prepared to enter into any argument as to the age at which such a sentiment of religion shall enter into the heart of a child, or will lead it to try to put religion into its daily life. But we think that children are such tender little plants that, as a rule, the religious handling of them had better be left to their fathers and mothers than delivered, even for an hour, to any sensational religious rover, who bruises their young souls with harsh theological dogmas. We believe it was the immortal Mrs. Pipchin who informed her young pupils that children who sniffed in company never went to heaven. Mr. Hammond is a masculine Pipchin, more unctuous and amiable, apparently, than that old lady was, and the doctrine that he preaches to the baby men and women of the day is a doctrine that glooms life and too often paralyzes action. To every one of them life will soon enough bring experiences of sin and sorrow, without their having those experiences anticipated by the morbid paintings of an unhealthy mature mind. However much our readers may disagree among themselves in their religious convictions, we are not afraid of offending many prejudices when we remark that the religious training of the children should not be put into the hands of every pious proletarian who endeavors to print his narrow views upon their pure and plastic spirits.

THE PEOPLE AND THE PRINCESS.

From the London Spectator.

There is something very perplexing, and to us at least not a little irritating, in the sudden outbreak of popular feeling against the marriage of the Princess Louise, an outbreak so bitter that it may yet provoke a discreditable scene in the House of Commons. In every great borough the first question asked of a representative is whether he intends to vote against the grant of a dowry to the Princess, and a reply in the negative very often evokes an unmistakable hiss. Mr. Forster at Bradford turned the subject with the happy mot that he could not fine the Princess for marrying a Scotchman, but at Halifax Mr. Stansfeld was pestered with the question, at Chelsea the members nearly lost the usual vote because they would not clear themselves upon the matter, at Brighton both members stand pledged to vote against the grant, and in every metropolitan constituency the subject is as embarrassing as the Permissive bill or the Contagious Diseases act, or any other topic upon upon which there is a misunderstanding between the electorate and the political classes. What in the world does it all mean? What has the clever Princess done, or what is she about to do, that she should be treated with this exceeding discourtesy, her name bandied about by all manner of lips, and her settlement criticized as if she were a pauper applying for 2s. a week and a loaf per day, and suspected of hoarding money? Of course the tax-payers have a right to discuss any grant submitted to Parliament—nobody questions that—but it is possible to exercise any right in an atrociously petty and stupid way, and that, with all respect for them, is the way in which they are exercising this one. Possibly that may be the fault of local orators, who know that they are giving expression to a latent and indefinite discontent, but do not know how to put their case on any intelligible grounds; but it is most perplexing and annoying to see how readily the householders, just invested with power, join in an insulting and unreasonable, and above all, a trumpery complaint. They do not even take the trouble to make the grounds of their ill-feeling clear. Are their members to resist the dowry because the electors dislike the marriage? That would be intelligible and just, the electors having a distinct interest in the marriage of any one within the line of the succession, but there is no trace of any feeling of the kind. The German princes, it is believed, with the Kaiser at their head, condemn the alliance as derogatory to the royal caste, and declare that they will not receive the Marquis of Lorne any more than the Marquis Rapallo, but the English electors certainly do not sympathize with the Hohenzollern pride. As little are they in accord with the feeling of the peers, who see a new order of nobles introduced between them and the throne; or with the philosophic constitutionalists, who feel that monarchy is weakened whenever the Brahminlike sanctity of the royal caste suffers a derogation. That notion is much more widely diffused than the court is quite aware, but that is certainly not shared by the people who hurl these questions at representatives who are half-ashamed to offer a reply. If the noise had been confined to London we should have said it was a mere expression of a temporary irritation against the sovereign, of very little political or even social importance. There is no doubt that in her capital Queen Victoria has at last exhausted her long-enduring popularity with the masses. They think it her Majesty's duty to live in her capital, to be the visible chief of her realm; and they resent her preference for remote wildernesses, and her abhorrence of city life, as a dereliction of duty. That feeling, however, is confined to London, and it is out of London that the opposition to the Princess' dowry is fiercest and most loud.

Is it possible that the real cause of the fuss was explained at Brighton, that a considerable section of the electors really do object, as one man objected there, to giving away such a quantity of money to a lady who is marrying a great noble, and therefore cannot need it? Here we are, says the orator, in utter distress, and here is the Queen taking a sum of that kind out of the pockets of the tax-payers! We are greatly afraid that this is the true explanation, and we cannot conceive one which should inspire less confidence in the future. The one hope for Great Britain is that its electorate will prove in the long run a sensible one, that it will not be hopelessly vulgar in sentiment, and that it will take some trouble to obtain accurate information. Yet what is to be hoped from men who endorse a speech of this kind, who cannot see that grants to the children of the Sovereign are the conditions of that stateliness of ceremonial life without which a throne in England would be a meaningless nuisance, who raise trivialities of this sort into grave public questions, who object to appanages because they injure the poor man, and in the same breath object to dockyard reductions, because they also injure the poor man, who, above all, will never recollect or attend to the simplest matters of fact?

It is of no use, we suppose, for us to restate those facts, for we cannot reach the class which ignores them; but we will try once more. There are grave reasons for questioning the utility of monarchy in England, for doubting whether its existence does not wider the chasm between the national aspirations and the national power of realizing them, for suspecting that as all real power has passed to a sovereign assembly all responsibility should be transferred there too. But there is no reason, or justice, or common decency in attacking the monarchy on the ground of its expense, or for haggling with the royal family about allowances which are necessities of their position, and, so long as the people deliberately prefer monarchy, of public dignity. The British throne is the cheapest in Europe, costing, with all allowances, appendages, and expenses for symbols, less than half as much as any first-class throne supported out of revenue. Its whole expenditure, even if it came out of taxes, would not be equal to ten farthings in the pound, or 1 per cent. upon the gross collections—an indefinitely small amount, if the monarchy really secure the order, permanence, and habit of obedience supposed to be ensured by its existence, and as it accidentally happens, little more than the sum which any republican change would of necessity add to our direct expenditure in the shape of payment to members. Lacking the throne and the system it supports, we must pay our representatives as the Union does, and the sum required would of itself exceed the Queen's share of the money voted for the Civil List. Nor is this all. The Crown lands were undoubtedly the property of the Sovereign, so much so that he could give them away; and Parliament, when it interfered to prevent waste, did so on the distinct plea that it had the right in all cases of entail to make laws to prohibit wastry. The life interest is surrendered by every new sovereign on conditions, one of which is certain payments, which are specified, and another is, certain possible allowances as to dowries, etc., which are unspecified, and are, in fact, governed by an unwritten etiquette varying with the temper of Parliament and other circumstances. These lands produce more than the Queen's allowance, or £350,000 a year, and if decently managed, managed like any noble's property, would produce £100,000 more than the sum-total of all the moneys drawn by all members of the Royal Family. The mismanagement is not the fault of the Court, but of the people. Under these circumstances, to refuse a customary grant, always hitherto made, very moderate in itself, and essential to the dignity England desires its princesses to maintain, would be little less than dishonorable. We entirely admit that Parliament reserved a right to place a practical veto on any royal marriage, by refusing dowry; but it must be on the ground that the marriage is inimical to the national well-being, ground which in this instance is not pleaded.

We are rather ashamed to discuss the matter thus, when we know that the simple sentence "The Princess is a daughter of England, and must have such dowry as befits England to give," will seem to most of our readers the all-sufficient reply, but it is a great mistake in English politicians to disregard the prejudices which every now and then seem to fester in the common mind. Those who entertain them are now the electors, and they ought to be informed by speakers who can reach them much more readily than we can. It is a melancholy confession to make, but we believe the statement could be confirmed by thousands of squires, clergymen, and school teachers, that the greatest danger of the throne in the country districts where loyalty is a religion, or, to speak more accurately, where "Queen, Lords, and Commons" are supposed to be self-existent, is the belief that the "Queen's taxes" are levied by the Queen herself, and spent at Her Majesty's discretion, which just now is to give some of the money to a Scottish noble who does not want it, but who is to be made fat. Londoners will laugh, but the statement is literally true, and some day or other we shall see some of these odd engrained political superstitions come to the surface with a rush, it may be with an explosion, just because nobody thinks it worth while to answer anything so silly, or because some Liberals have a latent idea that any prejudice against monarchy or aristocracy, however baseless, tends to strengthen the popular cause. It is not in the interest of our own side, but of common decency and justice, that we condemn Liberal members for allowing ignorant constituents to utter these slanders unrebuked. It is not by false statements as to the cost of the monarchy or by dirty little snippings at the gold fringe on its robe that the cause of Liberalism, even if Liberalism and republicanism be identical, ought to be promoted. The throne may be an injury, or a surplusage, or an anachronism, but at least let us sneer down the men who, keeping the throne as a symbol, would substitute for its covering cotton velvet.

THE MISSING TENNESSEE.

From the N. Y. World.

The Tennessee left this port on January 17 *en voyage* for San Domingo, commanded by one of the most experienced and skilful captains of the United States navy, and manned by some four hundred men. She has not since been heard of, and as she ought to have reached San Domingo in ten days, it is widely believed that she has met with some serious accident. The hypothesis of her destruction by fire seems to be out of the question, remembering the discipline observed on vessels of war, the number of men constantly on guard, and the resources at command to extinguish it. Rarely, if ever, has a case been heard of in which a man-of-war was destroyed by fire. But if she were burned some boatfuls of her passengers ought to have been picked up. That it was perfectly possible and even easy for a storm to break her amidships there has been too much evidence already published to allow of any doubt; but fortunately she has not been exposed to any storm. The long list of arrivals from the latitudes through which her course lay, already published in the *World*, proves that there was no heavy weather until the fleet of arrivals was off Hatteras, and this was long after the time which she, slow as she is, could have occupied in sailing beyond it. There is the possibility of her steam-chest exploding, and of course of this it is difficult to affirm anything; but various seemingly authoritative statements have been made concerning the strength and satisfactory character of her boilers and machinery. Again, it is possible that she was cast ashore; but this is improbable, for otherwise she would have been heard from long since. If cast on the American coast it would be a matter of but a few hours; if cast on any of the deserted islands on her course between this and San Domingo it would be a matter of a few days only, remembering the distance and the number of ships plying in the region, to send word to an American port. That one of her boats is much less likely to live in Atlantic seas than the boat of the recently wrecked Saginaw was in its long voyage to Honolulu is hardly to be supposed. The statement made by Mr. Dickerson to our reporter should be borne in mind by those accounting for this prolonged absence of the Tennessee. He is not one of those sanguine believers in the character of her machinery, which is "marvellously cumbrous and complicated." Assuming that some accident short of explosion and fire has occurred to this cumbrously complicated machinery, the Tennessee would be as manageable as a log in a hurricane." Mr. Dickerson thinks that in this event "she may drift into the Horse latitudes with some hope of being struck by a portentous trade wind which would land her on the hospitable shores of Africa." So that if she is not soon heard of from Havana there may yet be news of her from the opposite hemisphere. Finally, there should be borne in mind the statements of many of our shipmasters and shipowners that communication between Havana and San Domingo is neither frequent nor regular, which may account for our not hearing of her arrival at Samana, but while this ground for hope is not much relied on at present by the public, and will lessen every day that we yet remain without news, still, taken in connection with the other facts mentioned before, there seems no reason for supposing that we shall not yet have happy tidings of the Tennessee and her goodly company.

But while there is still much reason to hope for the safety of the vessel, what a comment on the radical mismanagement of our navy is this popular panic! Here is a new vessel which has been "doctored" and patched to the satisfaction of our naval authorities so that it is put forward by them as one of the finest representatives of our naval marine, and selected by them to convey a United States commission on an important international mission. She is hardly a few weeks overdue when nearly the whole nation, judging that nothing was more natural, believes that she is lost. Compared with the confidence felt in the safety of the City of Boston, of the Inman line, last year, which almost every one possessed, even after she was overdue from six weeks to two months, this absence of popular reliance on the work of our naval administrators is not very flattering.

THE SPRING TRADE.

From the Newark Advertiser.

The New York spring trade promises to be a peculiar one. England, Austria, and Switzerland have endeavored to supply the deficiency of French production, while Germany, despite her immense drain of men and money, has hardly diminished her production. Manufacturers, however, now only work for orders, while formerly they produced at haphazard one hundred pieces more of certain classes of goods for contingent customers. Much of these goods found their way to our market in the shape of consignments, and interfered with the regular trade. Another consideration to account for the adequacy of the supply of goods, is the fact that over a million men in Europe have been wearing coarse uniforms for the last six months, that the consumption of the better goods has therefore been enormously diminished. Still there is no reason to expect a glut.

In France the war upset in twenty days what it took ninety years to build up. All of the French manufactured articles were bought of the inevitable commission merchant in Paris, but now buyers must go direct to manufacturing towns. No interruption has as yet been experienced in the silk trade, as Lyons has been uninterruptedly at work, and has sent the ordered goods off regularly. But in the various kind of dress goods, from worsted and cotton or silk and worsted, great difficulty is experienced, although the factories have in no way been interfered with. The trouble is, that while the yarn is spun and woven around Lille, the dyeing establishments are around the *enceinte* of Paris.

The cloth is sent there to be dyed; then it goes back to be finished; and then goes to Paris to be done up in beautiful packages. The siege having stopped this trade, our merchants found that they could not get the cloth in color. One large dyeing establishment of this class of goods is Cambray, and did not suffer much from the war, but this place cannot do all the wore. Of course a considerable amount of goods is being turned out. Of the supply the writer says:—German fabrics will be in moderate supply, English, Swiss, and Austrian goods in full supply; of French silks we shall have the usual quantity and perhaps more, inasmuch as the immense home consumption has, by reason of the war, fallen off greatly, and the stores will naturally seek an outlet for accumulated stocks. But all kinds of French dress goods, not silk, are likely to be scarce and enhanced in price.

As for the home trade there will probably be a light stock of home-made cotton goods on account of the prolonged drought. It is therefore perfectly certain that owing to light stocks stiff prices will prevail, notwithstanding the fact that new cotton has touched the lowest price since 1861, especially since the high duties prevent the possibility of importation. Home-made goods in woollens have also suffered from the drought.

The general financial tone of trade is sound. Payments have been met very fairly; and, since the sharp setting in of the frost, an immense amount of old stock has been distributed among the people, which will both relieve stocks and give an impulse to a renewed demand. Indeed, that stocks throughout the country are exceptionally light, both of home and of foreign goods. Despite the fall in cotton, the South is in a sound condition and owes little in our Northern markets, and a moderate and healthy business, especially in domestic goods, may be confidently anticipated.

Considering all things, especially our rapid approximation towards gold during the part year, this is quite as favorable a showing as could be expected.

THE CANADIAN FISHERIES.

From the Pall Mall Gazette.

The account given in President Grant's message of the dispute with Canada about the privileges of American fisherman undoubtedly caused some uneasiness in this country. The proceedings of the Dominion Legislature are not much known here beyond the walls of the Colonial Office, and it was feared that this young community, in resentment at the refusal of the Americans to continue reciprocity of commercial intercourse, had been adopting some measures not merely of doubtful policy but of doubtful legality. The documents which tell the story of all that has been done have now been received from Canada, and we are happy to say that, though there may still be a question of the wisdom of some of these recent enactments, they strictly conform to law and precedent.

On the assumption that Canada and the United States are dealing with one another at arm's length, the American case is of really astonishing weakness; and the assertion of respectable American newspapers that the grievances of the fishermen are too plain for argument can only be explained by the American habit of taking for granted that Americans comdlaining of a British Government are necessarily in the right. As the latest correspondence states the capture of several more American fishing-boats on the Canadian coasts, it may be well to describe how it comes that such captures are regarded by Americans in any light different from the capture of a Yankee smuggler running a cargo of brandy on the west coast of Scotland.

The history of the American endeavors to obtain a share of the rich fisheries belonging to England and her colonies begins as early as the treaty of 1783. The United States had secured their independence, but had failed in all their attempts on the territories beyond their present northern boundary, and peace therefore had to be made with Canada and the neighboring settlements still in the hands of the British. In ceasing, however, to be British subjects, the Americans showed great reluctance to divest themselves of some of the privileges which they had derived from their allegiance to the Crown, and by obstinate perseverance they succeeded in getting a provision inserted in the treaty of peace which gave them some limited rights of taking fish on the coast of Newfoundland and in other British American waters, and of drying and curing their fish on the unsettled shores of countries which were then for the most part desolate. The article conferring these privileges was extremely ambiguous, but it was abrogated, under the well-known rule of the law of nations, by the outbreak of the war of 1812.

The Treaty of Ghent followed: it contained no stipulation about the fisheries, the British Commissioners having declined to renew the old privileges, except in return for the free navigation of the Mississippi, which the Americans refused to grant. Both countries were thus remitted to their international rights, but, as might be expected, American fishermen were constantly trespassing on the waters now forbidden to them, and a long series of remonstrances from both sides produced at last the convention of 1818, which is still in force. The right which the Americans were most eager to recover was the right to take fish on the coast of Newfoundland, and this was conceded to them; but as regards the very fishing grounds now in question the convention contains the following very distinct provision:—

"The United States hereby renounce for ever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks, or harbors of his Britannic Majesty's dominions in America not included within the above-mentioned limits; provided, however, that the American fishermen shall be permitted to enter such bays or harbors for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby conceded to them."

President Grant's remonstrance is a new application of that most dangerous doctrine of international benevolence which threatens to take away the whole value of international law. In point of strict legality, he has absolutely no case whatever, as is more than shown by our extract from the Convention of 1818, which itself merely declares the rule of the general law of nations; but for want of a case in law, the President transfers his litigation to a new and a wholly irregular forum. Appeals to the friendly consideration of a neighbor may be made, and ought to be encouraged; but the proper position of the parties is wholly inverted when, instead of a request for friendliness, we have a complaint of unfriendliness. If American diplomatists begin a negotiation about the fisheries with an admission that the Canadians are only doing what they have a right to do, we may hereafter state the reasons which lead us to think that some concessions may be made.

SPECIAL NOTICES.

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,
PHILADELPHIA, Feb. 1, 1871.
NOTICE TO STOCKHOLDERS.—The annual meeting of the Stockholders of this company will be held on TUESDAY, the 21st day of February, 1871, at 10 o'clock A. M., at CONCERT HALL, No. 1219 CHESNUT Street, Philadelphia.
The Annual Election for Directors will be held on MONDAY, the 6th day of March, 1871, at the office of the Company, No. 238 S. THIRD Street.
JOSEPH LESLEY, Secretary.
2 1 17t

OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street.
PHILADELPHIA, February 7, 1871.
The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant. E. G. GILES, Treasurer.
2 8 8t

DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17t

SPECIAL NOTICES.

ACADEMY OF MUSIC.
THE STAR COURSE OF LECTURES.
SEASON OF 1870-71.
SECOND SERIES.
T. B. PUGH has the honor to announce that the SECOND SERIES of THE STAR COURSE OF LECTURES will be given in the following order:—
OPENING LECTURE.
1. Monday Evening, February 20,
WENDELL PHILLIPS.
Subject—Street Life in Europe.
2. Thursday Evening, February 23,
JAMES E. MURDOCH.
Subject—An Actor's Views and Impressions of the Character of "Hamlet," illustrated by remarks and readings.
3. Monday Evening, February 27,
MISS LILLIAN S. EDGARTON.
Subject—Marriage and Divorce.
4. Thursday Evening, March 2,
JOSH BILLINGS.
Subject—Natural History.
5. Monday Evening, March 13,
DANIEL DOUGHERTY.
Subject—Oratory.
6. Thursday Evening, March 16,
REV. E. H. CHAPIN, D. D.
Subject—Modern Chivalry.
7. Monday Evening, March 20,
A. MINER GRISWOLD (Humorous).
(The Fat Contributor.)
Subject—Injun Meal.
8. Thursday Evening, March 23,
GENERAL KILPATRICK.
Subject—Battle Scenes of the Rebellion (including a graphic description of Lee's raid into Pennsylvania.)
9. Monday Evening, March 27,
MRS. CADY STANTON.
Subject—The True Republic.
10. Thursday Evening, March 30,
GRAND CONCERT BY THE MENDELSSOHN QUINTETTE CLUB OF BOSTON, and other musical attractions.
ADMISSION TO EACH LECTURE.....50 CENTS
RESERVED SEATS.....25 CENTS Extra
RESERVED SEATS for the Series of Ten Lectures (transferable), $5.
TWO DAYS' SALE OF SEASON TICKETS.
The sale of Reserved Season Tickets will commence on MONDAY MORNING, February 13, at Gould & Fischer's Piano Rooms, No. 923 CHESNUT Street, and will continue two days, after which no more tickets at season prices will be sold.
The sale of Reserved Seats to any of the single Lectures will commence on WEDNESDAY MORNING, February 15. [2 9
Ticket Office open daily from 9 A. M. to 6 P. M.

HOMŒOPATHIC HOSPITAL, No. 1116 CUTHBERT Street.
The attending Managers for February are:—
W. Hobart Brown, No. 2038 Wallace street.
John Carrow, No. 1502 Spruce street.
C. G. Rane, M. D., No. 121 N. Tenth street.
John C. Morgan, M. D., No. 1700 Chesnut street.
The attending Physicians are Drs. Rane, Morgan, and Martin.
The attending Surgeon is Malcolm Macfarlan, M. D.
The resident Physician is Dr. Baethig.
The attending Physicians and Surgeon attend daily at the Hospital.
Applications for admission are received by the attending Managers on Wednesdays at 5 P. M. at the Hospital.
Persons seriously injured by accident are always admitted, if brought to the Hospital immediately thereafter.
Contributions in money received by the Treasurer, J. W. Sexton, Esq., of Jay Cooke & Co.
Contributions of Food, Clothing, Bedding, etc., received at the Hospital. 2 6mast

H. M. DALY'S WHISKY WAREROOMS, Nos. 222 S. FRONT Street and 139 DOCK St.
IMMENSE STOCK
OF THE BEST BRANDS
IN ORIGINAL BARRELS.
Among which may be found the celebrated "GOLDEN WEDDING," Bourbon of ancient date; Wheat and Rye Whiskies, all pure from manufacturers (in original packages), including those well-known distillers,
THOMAS MOORE & SON,
JOSEPH S. FINCH & CO., and
THOMAS MOORE.
The attention of the trade is requested to test these Whiskies, at market rates. 2 4smwf

AT THE ANNUAL MEETING OF THE CORPORATORS OF THE CONTINENTAL HOTEL COMPANY, held on MONDAY, January 9, 1871, the following named gentlemen were elected Managers for the ensuing year:—
JOHN RICE,
JOSEPH B. MYERS,
DANIEL HADDOCK, JR.,
JAMES H. ORNE,
JOHN C. HUNTER.
At a subsequent meeting of the Board of Managers JOHN RICE was unanimously re-elected President, and J. SERGEANT PRICE Secretary and Treasurer. J. SERGEANT PRICE, Secretary.
1 21 stuth1m

CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.
CLEVELAND, Ohio, Feb. 8, 1811.
The annual meeting of the stockholders of this company, for the election of directors and for the transaction of other business, will be held at the office of the company in Cleveland, Ohio, on WEDNESDAY, March 1, 1871, between the hours of 11 o'clock A. M. and 2 o'clock P. M.
The transfer books will be closed from the evening of February 18 until March 2.
GEORGE H. RUSSELL, Secretary.
2 9 3w

CITY TREASURER'S OFFICE.
PHILADELPHIA, Feb. 2, 1871.
The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.
JOSEPH F. MARCER, City Treasurer.
2 2

BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"*Does not contain Lead nor any Vitalic Poison to injure the Hair or System.*" Invigorates the Hair and leaves it soft and beautiful; Black or Brown.
Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf

TREASURER'S OFFICE, ST. JOSEPH and Denver City Railroad Company.
ST. JOSEPH, Mo., Jan. 23, 1871.
The interest and coupons due Feb. 15, 1871, on the first mortgage eight per cent. (8 per cent.) gold bonds of the St. Joseph and Denver City Railroad Company will be paid at the office of the Farmers' Loan and Trust Company, in the city of New York, upon presentation and application, on and after that date, free of Government tax.
2 7 26t THOMAS R. TOOTLE, Treasurer.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 30 tf No. 113 MARKET St., General Agent.

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.
The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER, Secretary.
1 2tf

THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 8 1 1uths

THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

SPECIAL NOTICES.

REDEMPTION OF STATE BONDS.
STATE OF CALIFORNIA,
TREASURY DEPARTMENT,
SACRAMENTO, Feb. 1, 1871.
Whereas, there is on this day in the State Treasury the sum of two hundred and fifty thousand ($250,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An Act to provide for paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 28, 1867; and also under the provisions of an act amendatory of said act, approved April 27, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said first mentioned act, notice is hereby given that
SEALED PROPOSALS
for the surrender of said Bonds will be received at this Department for the amount above specified, until the
10TH DAY OF APRIL, A. D. 1871,
at 11 o'clock A. M.
No bids will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be marked "Sealed Proposals for the Redemption of Civil Bonds of 1857."
Said bonds must be surrendered within ten days after the acceptance of the proposals for their redemption. A. F. CORONEL,
2 14 tuths t 4 10 State Treasurer.

OFFICE OF THE PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD COMPANY.
PHILADELPHIA, Feb. 13, 1871.
The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, payable, clear of tax, at the Office of this Company, No. 12 Philadelphia Exchange, on and after the 13th of March next. The transfer books will be closed on the 20th inst., and remain closed until the 14th of March. A. E. DOUGHERTY,
2 13 m 5t Treasurer.

AMERICAN ACADEMY OF MUSIC.
REV. HENRY WARD BEECHER
Will deliver his new and popular lecture,
HAPPINESS,
TUESDAY EVENING, Feb. 21, 1871.
Tickets 50c.; Family circle 25c.; Reserved seats 25c. extra, for sale at F. A. North & Co.'s, No. 1026 Chesnut street, on and after Thursday, the 16th instant. 2 11 smw

INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alconated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.
For sale by Druggists generally.
1 6 fmw26t R. & G. A. WRIGHT, No. 624 CHESNUT St., Philad'a.

DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.
Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf5

FINANCIAL

Bowles Brothers & Co.,
PARIS, LONDON, BOSTON.
No. 19 WILLIAM Street,
New York,
ISSUE
Credits for Travellers
IN EUROPE.
Exchange on Paris and the Union Bank of London,
IN SUMS TO SUIT. [1 7 3mf

ELLIOTT, COLLINS & CO,
BANKERS,
No. 109 South THIRD Street,
MEMBERS OF STOCK AND GOLD EXCHANGES.
DEALERS IN MERCANTILE PAPER, GOVERNMENT SECURITIES, GOLD, Etc.
DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON. 2 3 fmw5

CITY OF BALTIMORE.
$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $200,000 for the liquidation of this debt at maturity. An exhibit of the financial condition of the city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.
WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60t† Finance Committee.

GROCERIES, ETC.

JUST RECEIVED,
Davis' Cincinnati Hams.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7 Corner ELEVENTH and VINE Sts.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL.
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES,
IN BOND AND TAX PAID. 8 2t6

NEWS SUMMARY.

City Affairs.

—The Americus Club ball last night was a grand success.

—At a stated meeting of the Sunday-school Association of the Protestant Episcopal Church, held last evening, the subject—"Rewards of Merit—Are they Beneficial?" was discussed.

—At a meeting of the Finance Committee, held last night, it was agreed to recommit to Councils the bill asking for a loan of $500,000 for the laying of improved pavement on Broad street. Also, an ordinance to make an appropriation for the improvement of the meadow banks.

—The Park Commissioners, in their annual report, speak of the superiority of Philadelphia as the seat of the projected International Exposition, and recommend the holding of the same in Fairmount Park.

—The convention to revise the rules for the government of the Republican party held an adjourned meeting yesterday. The sixth and seventh rules were amended and adopted, and the meeting adjourned.

—Frank Warden, employed at the Assembly Building, while going home about 6 o'clock on Sunday afternoon, was attacked by three men in Tenth street below Walnut, knocked down and beaten with blackjacks. It is supposed that the attacking party thought he was one of the cashiers of the exhibition going on in the building. He was left insensible in the street, and was taken to his home by some citizens who found him a little while afterwards.

—At a meeting of coal dealers, held last evening, a bill was approved providing that after July, 1871, all coal carts shall hold 2240 pounds of coal; that there shall be three inspectors appointed who shall not be in the coal trade, and whose business it shall be to affix their stamp to all carts of 2240 pounds capacity; that it shall be unlawful for any dealer to have an unstamped cart; that the inspector may order any vehicle to be taken to any scale, within 400 yards, to be weighed, and that the driver refusing to drive, and the weigher refusing to weigh as ordered, shall be fined.

—The German Patriotic Relief Association of Philadelphia, through its Treasurer, deposited yesterday in the hands of Charles Vezin, Consul for the North German Confederation, the sum of $28,320·18, or 35,000 Prussian thalers, for transmission by the steamer of to-day, for the Central Relief Commission at Berlin, by whom the sum is to be distributed to the suffering widows and orphans and wounded soldiers. This makes a total of 55,000 thalers transmitted by the organization, besides numerous private remittances made by individuals.

—A meeting of the Executive Committee on Homes and Hospitals of the Presbyterian Evangelical Alliance was held yesterday, at which an offer was made from a lady of West Philadelphia to donate to the Alliance three acres of ground in that section of the city for the purposes of a hospital for aged and indigent females of the Presbyterian Church. The committee gratefully entertained the offer, and will take final action in reference to it in a few days. Statements were made of a favorable character in reference to the donation of Rev. Dr. Saunders of the property in West Philadelphia, and also of the subsequent purchase of an additional plot of ground contiguous to that already donated, thus giving to the Hospital Committee the right of the entire square on which the hospital building is situated.

Domestic Affairs.

—There have been heavy and continuous rains recently in Georgia, and great fears of freshets are entertained.

—A meeting of coal operators was held at Pottsville yesterday, relative to the existing strike of the miners, and, after a session of several hours, it adjourned to take further action in the matter in New York city to-morrow.

—General Sickles telegraphs from Madrid to Washington that the negotiations for a mixed commission to consider the claims for injuries to the persons and properties of American citizens by the Spanish authorities, during the insurrection in Cuba, have been concluded.

Foreign Affairs.

—General Ducrot has resigned.

—The King of Belgium has given ten thousand francs towards the revictualling of Paris.

—The cities of Baden have resolved to erect a monument in honor of General Werder.

—The English members of the joint high commission are now on their way to America.

—In many quarters it is thought that the Count de Paris will be King of France in a few weeks.

—Hostilities continue in the departments of Jura and Doubs, the French refusing to accept the armistice.

—Paris has been authorized to contract a loan of two hundred million francs and to levy a municipal war tax.

—A controversy has arisen between Turkey and Greece respecting the mode in which Greek troops have pursued brigands over the frontier into Turkish territory.

INVOLUNTARY BLEACHING.

Suffocating in Mid Ocean—300 Human Beings Nearly Choked to Death—Frightful Scenes on Board the Steamship England.

Tuesday, the 12th day of last month, the steamship England, of the National line, cleared from Queenstown for New York, with a general cargo, among which was a large number of barrels of bleaching powder and about 200 steerage and cabin passengers. After having been five days out in a storm, during which the ship had sustained no other damage than the admittance to her hold of a small quantity of water, a new danger—and one which spread terror and consternation among the crew as well as the passengers—burst upon them. The engineers, the firemen, and in fact all who were working below, were suddenly seized with a violent fit of coughing, which was followed by extreme

DIFFICULTY OF RESPIRATION.

The whole air about them seemed to be impregnated with the most offensive fumes, such as had never before greeted their olfactories, and which continued rapidly to grow in density, until they all began to glance about in a suspicious manner for the stairway or any other means of exit to the main or spar deck above, so as to be sure of getting out to the fresh air should matters become still more serious. They had not long to wait, however, for soon the wind, which was as fierce as ever, shifted "dead ahead," which blew the fumes back to where the men were working, when, with a rush, all hands made a break for the deck; and if those who first gained it looked pallid and exhausted, those who were less fortunate, and did not, owing to the crowd, get up until some seconds after, looked ghastly indeed as they clambered out and fell senseless to the deck, their eyes almost protruding from their sockets, their mouths wide open, and with death imprinted upon every lineament of their countenances.

"To the deck!" "To the deck!" was now the cry, and men, women, and children were soon huddled together on the forward part of the spar-deck. Now all hands were set to work to remove, if possible, the cause of all this great alarm. The hatches were opened, when upon making a thorough examination—it was found that the barrels of bleaching powder had shifted about and, owing to the violent motion of the ship, had broken open, and the powder becoming mixed with the water which was constantly being shipped, although in small quantities, caused

THE STIFLING FUMES.

In vain did the gallant sailors try to remove these barrels and throw them overboard. To go down to them was certain death, and so the only alternative was to try and remove them by means of grappling irons; but this too proved a failure, for, although the men were very frequently relieved, they soon found it impossible to stand over the hatchway long enough to even get hold of a barrel, to say nothing of drawing it to the deck.

It was now determined to get the firemen below if such a thing were possible, and accordingly the grating over the fire-room was removed and a man let down by means of

A ROPE UNDER HIS ARMS

held by two men on deck. He remained a few minutes, when he was overpowered by the fumes and had to be hauled up again. This operation was repeated time and again, but always with the same result, and the captain very soon saw that if he wanted to save the lives of himself and those on board with him he must get the vessel before the wind and return to Queenstown.

Everything of brass, iron, or copper about the ship was fast turning a sort of white or pearl color, and the men who had to handle shovels, bars, or anything that this sediment, as it were, had accumulated upon, soon had their hands so badly eaten that they cracked open and rendered them powerless to longer work.

Matters were now becoming so very serious that no time was to be lost, and without further delay the captain began getting

HIS SHIP BEFORE THE WIND,

which was ere long accomplished. The passengers were enabled to return to the saloon again, as the wind was now aft, and, of course, blew the fumes ahead of the ship. By dint of good management, although under difficulties, the vessel made a good run before the wind, and on the 21st of January she made the harbor of Queenstown, where she discharged her passengers, who shipped again four days later on the Italy, and arrived at this port on Friday last; the crew of the England in the meantime being engaged in getting the bleaching powder out of her hold, which was done by means of grappling hooks.

It is understood that she sailed again on the 27th.

A SINGULAR WILL.

A Hint to Wives that May be Profitable.

A will, which was admitted to probate in Cincinnati last week, bequeathed one-third of the testator's estate to his widow, and the remainder to his daughter. The will says that the widow shall receive but one-third, the amount demanded by law, because she has an ample fortune of her own, and because she deprived him of the opportunity to make more money by inducing him to give up business sooner than he otherwise would. He desired that daguerreotypes of himself shall be presented to two of his friends, and that a work got up by him containing the original play bills of Edwin Forrest shall be given to that gentleman, to be preserved in the library which Mr. Forrest proposes to give for the use of the dramatic profession at his death. He provides that his executor shall pay to the trustees of Spring Grove Cemetery $300 to keep in repair his lot, and makes the remark, "When old folks die and their money is distributed, their graves are often neglected." He also leaves $100 to keep in repair his mother's grave, in New Castle, Delaware; and adds, in connection with this bequest, that when in Philadelphia he searched in vain for his father's remains, desiring to lay them beside those of his mother, "but the heathens sold his bones to build big churches. This is called Christianity! Heathens would not do so." To a friend of his youth in Philadelphia he leaves his flute and flageolet.

EDUCATIONAL.

HARVARD UNIVERSITY,

CAMBRIDGE, MASS.,

Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address J. W. HARRIS, Secretary.

2 6 3m

WASHINGTON COLLEGE,

VIRGINIA,

GENERAL G. W. CUSTIS LEE, PRESIDENT, WITH FOURTEEN PROFESSORS.

The Spring Term of the present season begins on the

FIRST OF FEBRUARY.

The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.

All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.

For further information, address WILLIAM DOLD, Clerk of Faculty, Lexington, Va.

January 1, 1871. 1 17 6w

EDGEHILL SCHOOL

MERCHANTVILLE, N. J.,

Four Miles from Philadelphia.

The session commenced MONDAY, January 9, 1871.

For circulars apply to

3 21 1y Rev. T. W. CATTELL.

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu3m

LATEST NOVELTY.

"THE BARONIAL ENVELOPE."

WM. H. HOSKINS,

Stationer, Card Engraver, Steam Power Printer,

No. 913 ARCH Street,

1 21 smw8p PHILADELPHIA.

PROPOSALS.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.

NEW YORK CITY, Feb. 2, 1871.

Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—

300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end.
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "S. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,000 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ½-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
250 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Appels, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2-pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
168 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
3,000 pounds of Lard, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.

By order of Major W. W. BURNS,
2 7 tm 4f Chief C. S. Department of East.

ENGINEER OFFICE,
FIFTH LIGHTHOUSE DISTRICT,
BALTIMORE, Md., Feb. 7, 1871.

TO IRON MANUFACTURERS.

SEALED PROPOSALS, in duplicate, on forms furnished for the purpose by the Lighthouse Board, will be received at this office until 12 o'clock M. on WEDNESDAY, March 8, 1871, FOR BUILDING TWO SCREW-PILE LIGHTHOUSES, one at BENONIS POINT, Choptank river, Md., in about eleven-feet water, and the other at LOVE POINT, head of Kent Island, mouth of Chester river, Md., in ten-feet water, according to the plans and specifications for the same, which can be had, together with such other needful information, on application to this office.

The Lighthouses will be built on wooden piles, surmounted by cast-iron sleeves, in a manner similar to certain other lighthouses in this district.

Proposals may be made for either or both Lighthouses, but the bids must state the price for each single structure.

Each bid must be accompanied by a written guarantee in the sum of one thousand dollars from two responsible parties, that in case the bid is accepted the bidder will within ten days thereafter enter into a contract on the terms of his bid. The Government reserves the right to reject any or all bids.

Proposals will be endorsed "Proposals for Building Screw-pile Lighthouses at Benonis Point, Choptank river, Md., and Love Point, Kent Island, Chesapeake Bay, Md.," and addressed to the undersigned.

PETER C. HAINS,
Captain of Engineers,
2 9 26t Lighthouse Engineer, Fifth District.

OFFICE POST QUARTERMASTER, FORT MONROE, Va., Feb. 13, 1871.

Will be sold at public auction, at Fort Monroe, Va., on the 15th day of March, 1871, at ten (10) o'clock A. M., about eleven thousand two hundred and fifty (11,250) yards "T" RAILROAD IRON (worn), together with a number of FROGS and HAIRS.

Property to be removed at expense of purchaser, within a reasonable time.

A deposit of ten (10) per cent. will be required upon acceptance of bid. Terms cash.

By order of the Secretary of War.

JAMES CURRY,
2 14tuthstm15t Lieutenant and A. A. Q. M.

SALE OF PUBLIC BUILDINGS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE,
SAN ANTONIO, TEXAS, Dec. 6, 1870.

Will be sold at public auction, at Galveston, Texas, on WEDNESDAY, March 1, 1871, commencing at 10 o'clock A. M., EIGHTEEN FRAME BUILDINGS, the dimensions of which can be ascertained on application to Lieutenant W. O. Cory, Acting Assistant Quartermaster.

Terms cash, in United States currency.

2 10 t mar 1 JAMES A. EKIN,
Chief Quartermaster Department Texas.

CHIEF QUARTERMASTER'S OFFICE,
OMAHA, Nebraska, Feb. 1, 1871.

There will be sold at public auction, at Fort McPherson, Nebraska, on MONDAY, March 6, 1871, a lot of condemned Quartermaster's Stores, Grain, and Clothing; and at North Platte, Nebraska, on TUESDAY, March 7, 1871, 37 condemned cavalry horses.

Terms:—Cash in Government funds.

ALEX. J. PERRY,
Chief Quartermaster Dept. Platte,
2 10 tM 6 Brevet Brigadier-General, U. S. A.

PROPOSALS.

UNITED STATES MAILS. PENNSYLVANIA.

POST OFFICE DEPARTMENT,
WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

2365 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7·30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7·30 A. M.;
Arrive at Butler by 4 P. M.

2610 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

2634 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

2635 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 8 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

2636 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

2637 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

2638 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

2639 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

2640 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

2641 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

2642 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

2643 From Coopersburg, by Lanark, Limeport, Stinesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

2644 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.
Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

2645 From Milroy to Siglerville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

2646 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

2647 From Millertown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

2648 From Edge Hill Station (no office), by Fitzwatertown, Jairettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

2649 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7·30 A. M.;
Arrive at Newport by 10·30 A. M.

2650 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

2651 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

2652 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

2653 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11·30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2·30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

2654 From Russell Hill to Kelserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

2655 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6·30 A. M.;
Arrive at Phœnixville by 8·30 A. M.

2656 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

2657 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

2658 From Trunkeyville to Pagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

2659 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 13 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

2660 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

2661 From Liberty, by Brittonwood (no office) and

PROPOSALS.

Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 2 eod tM1 Postmaster-General.

TO CONTRACTORS AND BUILDERS.—Sealed Proposals, endorsed "Proposals for Building an extension to a Public School-house in the Tenth Ward," will be received by the undersigned, at the Office, S. E. corner of SIXTH and ADELPHI Streets, until THURSDAY, February 23, 1871, at 12 o'clock M., for building an extension to a Public School-house, situate on Race street, below Fifteenth, in the Tenth ward, said extension to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be received unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with.

The contract will be awarded only to known master builders.

By order of the Committee on Property.

H. W. HALLIWELL,
2 13,16,20,23 Secretary.

QUARTERMASTER'S OFFICE,
PHILADELPHIA, Feb. 3, 1871.

Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on TUESDAY, March 7, 1871, for building a Superintendent's Lodge, of stone, at each of the following-named National Cemeteries, viz.:—City Point, Cold Harbor, and Fredericksburg, Va., according to plans and specifications which will be furnished from this office on application of those desiring to bid.

Separate bids for building this Lodge of brick are also invited, plans and specifications for which will also be furnished from this office on application.

Blank forms for bids, details, and requirements furnished by the undersigned—a copy of the latter, with this advertisement, to be attached to each proposal offered. HENRY C. HODGES,
2 8 tM7 Major and Quartermaster U. S. Army.

DRY GOODS.

EYRE AND LANDELL,

ARCH STREET.

1871 EARLY SPRING. 1871

NEW SILKS.

NEW SHAWLS.

NEW PIQUETS.

NEW CHINTZES.

1 27 mwf3mrp

FIRE AND BURGLAR PROOF SAFE

BANK ROBBERY!!

Quite a startling affair has transpired,
An old Bank circumvented and bled!
And by devilish cunning inspired
Thieves are daily improving their trade.

Not a house in the land is secure
With a safe made but ten years ago!
For the scoundrels select what is sure
To be entered by jimmy and crow.

But there is a defense against all
The devices and skill of the crew,
MARVIN'S BURGLAR-PROOF SAFE has a wall
Their inventions can never go through.

And let every man see to it NOW,
That his money is put in a place
Where our Burglar Safe will not allow
Any *bogus policeman* a space.

Invulnerable Safes

FOR SALE BY

MARVIN & CO.,

No. 721 CHESNUT Street,

10 7 fmw6m PHILADELPHIA.

MALT LIQUORS.

PHILADELPHIA AGENCY.

Abbey & Holyrood Breweries.

Wm. Younger & Co., Edinburgh.

ESTABLISHED 1749.

We are now prepared to fill orders from the trade for

Bottled Ale and Porter

From the above celebrated Breweries.

POWELL & WEST,

No. 28 South FRONT Street,

Sole Agents for W. Younger & Co.

An invoice now landing ex-ship Amandus from Liverpool. 2 9 mwsim4p

OPTICIANS.

SPECTACLES.

MICROSCOPES, TELESCOPES, THERMOMETERS, MATHEMATICAL, SURVEYING, PHILOSOPHICAL AND DRAWING INSTRUMENTS

AT REDUCED PRICES.

JAMES W. QUEEN & CO.,

7 30 mwf4p No. 924 CHESNUT Street, Philada.

CARPET AND CLOTH ROLLING AND Shearing Machines roll the piece solid, retaining width and length. GEORGE C. HOWARD,
2 9 m3 N. South EIGHTEENTH Street.

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC
TWO MORE GRAND CONCERTS
BY
THEODORE THOMAS'
UNEQUALLED CONCERT ORGANIZATION
WEDNESDAY EVENING, Feb. 15,
THURSDAY EVENING, Feb. 16,

The public is respectfully informed that arrangements have been completed to give two additional

GRAND CONCERTS,
On WEDNESDAY EVENING, Feb. 15, and
THURSDAY EVENING, Feb. 16,

Mr. Thomas will be assisted by the celebrated Pianist,

MISS ANNA MEHLIG,

and his

UNRIVALLED ORCHESTRA,

many of whom are

EMINENT SOLOISTS.

The programmes will be entirely new. On Wednesday evening, in compliance with numerous requests, will be performed the entire

SYMPHONY No. 6, PASTORALE.....Beethoven
Admission Tickets.....One Dollar
Reserved Seats.....Fifty Cents Extra
Family Circle.....Fifty Cents
Gallery.....Twenty-five Cents

Tickets and programmes can now be obtained at North & Co.'s Music Store, No. 1026 Chesnut street, and at the Box Office of the Academy. 2 11 5t

CHESNUT STREET THEATRE.

E. L. DAVENPORT.....Lessee and Manager

THIS EVENING,

Joseph C. Foster's grand spectacular drama of the

OLD MAN OF THE MOUNTAIN,

replete with gorgeous effects in every department, and the characters filled by

DAVENPORT'S DOUBLE STAR COMPANY.

MATINEE ON SATURDAY.

Tickets secured in advance at Abel's Dramatic Repository, No. 1211 Chesnut street, from 9 until 5 o'clock.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 8 o'clock.

POSITIVELY LAST SIX NIGHTS OF
LYDIA THOMPSON AND TROUPE.
SINBAD DEMANDED.
MONDAY AND TUESDAY EVENINGS,
SINBAD THE SAILOR,
LYDIA THOMPSON AS SINBAD,
aided by the full Troupe.
WEDNESDAY—PARIS.
THURSDAY—THE BRIGANDS.
MONDAY, Feb. 20—STUART ROBSON.

WALNUT STREET THEATRE.

ANNUAL BENEFIT OF
MR. WILLIAM H. BAILEY,
THIS (Tuesday) EVENING, Feb. 14,
the great and successful dramatization of
UNCLE TOM'S CABIN.

Uncle Tom.....Mr. W. H. BAILEY

WEDNESDAY, BENEFIT OF
MR. LEWIS MORRISON,
DOT; OR, THE CRICKET ON THE HEARTH, and PERFECTION.
THURSDAY, BENEFIT OF
MR. CHARLES H. BRADSHAW.

GRAND ENGLISH OPERA COMBINATION.

SPECIAL NOTICE.

All matters concerning the business of the present week of opera, except upon the benefit nights announced, are respectfully referred to the Management of the German Company, represented here by Mr. LEONARD GROVER, who has purchased all our interest in the receipts of the week, except as above stated.

C. D. HESS & CO.,
Proprietors and Managers Grand England Opera Combination. 2 6 tf

MÆNNERCHOIR BAL MASQUE,
AT THE ACADEMY OF MUSIC,
TUESDAY, February 14.

One-half of the proceeds will be appropriated to the assistance of the sufferers in the French and German war. Cards of Admission $5, admitting a gentleman and one lady. Extra lady's ticket $1 each, to be had at L. Meyer's, No. 1415 Chesnut street, Lee & Walker's, No. 922 Chesnut street, Continental Hotel, R. T. Schmidt's, No. 610 Arch street, J. A. Payne, No. 219 S. Broad street, Andre & Co., No. 1104 Chesnut street, and at F. A. North & Co.'s, No. 1026 Chesnut street. 1 18 tF14

AMERICAN MUSEUM AND MENAGERIE
Northwest corner of NINTH and ARCH Streets.
Open daily from 9 A. M. to 10 P. M.
100,000 CURIOSITIES
From all parts of the World.
THIRTY CAGES OF WILD ANIMALS.

The Splendid Dramatic Company appearing in the Lecture Room every Evening at 8 o'clock, and Wednesday and Saturday afternoons at 2 o'clock.

Admission to all the Attractions, 25 cents

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

TUESDAY, FEBRUARY 14, 1871.

THE REPUBLICAN RULES.

ANOTHER attempt was made yesterday, in the convention called to revise the rules of the Republican party of Philadelphia, to base representation in the city conventions upon the number of Republican voters represented, and we regret that this attempt was unsuccessful. The party managers are too fearful of the masses of the party to be willing to give them a fair opportunity to express their wishes; and an organization which is nothing if not intensely Republican, in the most thorough sense of the word, repudiates Republican principles, and perpetuates the vicious practices of monarchical tricksters, in a matter of vital moment connected with its own partisan rules. When this flagrant error comes to be generally understood it will awaken deep indignation. In a partisan point of view it is very bad policy, for the reason that it destroys one of the strongest of incentives to bring out a full party vote at any given election. It will often lose the Republican ticket thousands of votes from this cause alone, and at the same time cause the loss of thousands of other votes through the facilities it offers for nominations which are repulsive to the Republican masses. It is akin to the English rotten borough system, which has justly incurred the odium of the whole civilized world. That gave a borough which had but a handfull of voters as large a representation as some large cities of England, and thus outraged all sense of justice. The system which the Rules Convention persists in maintaining gives to a few hundred Republicans in some districts as much influence as thousands of voters in other districts possess; and this wrong is, in principle, quite as bad as the wrong embodied in the rotten boroughs of England.

After fixing on the party the wrong already referred to, the convention is now considering a plan to adjust disputes arising from contested seats. It has happened over and over again that ring managers have excluded the fairly-elected delegates from conventions, and given seats to subservient tools who had no just claims to them. If the rules appertaining to this matter are arranged to suit the schemes of wily leaders, the party will be completely at their mercy, and they will be able to pack convention after convention with their creatures. Whenever desperate cheating is contemplated, a series of unjust and unfounded contests are instituted, and by the exclusion of a considerable number of fairly elected delegates through this trick, a minority captures the temporary organization, and then takes good care that the contested seats are given to the claimants who have the least right to them. The Rules Convention ought to adopt rules calculated to prevent such frauds in future, but it is to be feared that it will concoct an ingenious plan to facilitate them.

THE BROAD STREET PAVEMENT.

RUMORS are rife that the project for paving Broad street with wooden pavement is to be made a pretext for securing a contract at an enormous price from the city. It is said that contractors have made a combination to the effect that they will not underbid each other, and under this arrangement the representatives of different wooden-pavement interests will each receive a double price for performing their respective portions of the contemplated work. Such rumors may well induce an overtaxed community to ask Councils to pause before they create a wooden-pavement loan. If any money is to be spent for such a purpose, tax-payers should be quite certain that it is to be spent honestly and judiciously. It is far better that Broad street should bide her time, or that her property-holders should themselves pave the street before their own doors, than that tax-payers should be fleeced by an exacting combination. If the city is willing to spend half a million or a million of dollars for paving the street, it would also be well to inquire whether such an amount could not be more advantageously expended on other streets than on Broad street. Practically, the great highways of the city at this moment are the centres of the passenger railway tracks. If they were put in first-rate condition, much would be done to accommodate all who drive vehicles of any description on our thoroughfares; and by a tax levied on all who own drays, cars, or carriages, it would be easy to raise the interest on the sum necessary to put the centre of the railway tracks in first-rate condition, either with wooden or other pavements.

"WAS THERE EVER SUCH AN ASS?"

"THE press is a mighty engine, sir," remarked Mr. Pott, the editor of the Eatanswill *Gazette*, to Mr. Pickwick, shortly after he had been made acquainted with that illustrious gentleman in the large room on the first floor of the Town Arms Inn. "But I trust, sir," continued the responsible editor of the *Gazette*, "that I have never abused the enormous power I wield. I trust, sir, that I have never pointed the noble instrument which is placed in my hands against the sacred bosom of private life, or the tender breast of individual reputation." And when Mr. Pott had been assured by Mr. Perker that his contest with the Eatanswill *Independent* had "greatly excited, no doubt," even the great world of London, the resolute Mr. Pott declared:—"From that contest, sir, I will never shrink, till I have set my heel upon the Eatanswill *Independent*." And at a later period in the career of the immortal Mr. Pickwick, that ingenuous gentleman had the pleasure of listening to the emphatic strains of Mr. Pott's voice in his comfortable room at the Saracen's Head, Towcester, as the editor of the Eatanswill *Gazette* read from the last number of his journal:—"A reptile contemporary has recently sweltered forth his black venom in the vain and hopeless attempt of sullying the fair name of our distinguished and excellent representative, the Honorable Mr. Slumkey—our reptile contemporary, we say, has made himself merry at the expense of a superbly-embossed plated coal-scuttle, which has been presented to that glorious man by his enraptured constituents, and towards the purchase of which the nameless wretch—the crawling creature—our fiendish contemporary," etc. And when the scene is transferred to the kitchen of the Saracen's Head, where Pott of the *Gazette* with his cigar, and Slurk of the *Independent* with his rum and water, are brought face to face, the ears of Mr. Pickwick are saluted with an interchange of "atrocity," "knavery," "dirt," "filth," "slime," "ditchwater," and "malice, meanness, falsehood, perjury, treachery, and cant," until the climax is reached by his receiving on one side the thwacks from Mr. Slurk's carpet-bag and on the other the thrusts of Mr. Pott's fire-shovel.

Journalistic animosity rode a high horse in Eatanswill, as Mr. Pickwick was eventually persuaded to believe; but a cursory glance over the last number of the *Anthracite Monitor*, which is issued weekly in the ancient borough of Tamaqua, would convince even the incredulous Mr. Pickwick that Pott and Slurk did not exhaust the well of defiled and impure English. The *Monitor* man starts out with a four-line leader, couched in these chaste and piquant terms:—"The sap-headed, widow-swindling, old loafer, who emits his stink in the *Miners' (?) Journal*, is informed that we have survived his attack of Wednesday last." It will be observed that the punctuation of the *Anthracite* man is as merciless as his language, and that, by the adroit interposition of a comma between "widow-swindling" and "old," he has intensified both epithets, at the same time that he has stood each of them squarely on legs of its own. Then, a little further down the column, this stone-coal man expands the feathers of his quill and essays a longer flight, uttering at the start the ominous defiance:—"Let us have a few plain words with you, members of the M. & L. B. A.; a few *sober, quiet* words, even at the risk of having the Pottsville lunatic accuse us of making a damaging admission." And then, rising to the full dignity of the situation, he shrieks out:—"Answer these questions, some of you blatant, semi-civilized, thoroughly-contemptible, scurrilous beasts;" to wind up his flight, after beholding a vision of "political blatherskites" "trembling in their shoes," with the profound and startling query:—"Was there ever such an ass?"

Upon mature reflection, we are compelled to admit that we don't believe there ever was. But, really, it is a very pretty fight as it stands—an unctuous and enlivening dispute, which fairly eclipses the row between Pott and Slurk over the "superbly embossed plated coal-scuttle" which "the enraptured constituents" of "the Honorable Mr. Shumkey" presented to "that glorious man," as an evidence that his "amiable and touching desire to carry out the wishes of the constituent body" had "forever endeared him to the hearts and souls of such of his fellow-townsmen as were not worse than swine." The Eatanswill editors came to the final scratch over a "coal-scuttle," and by a singular and suggestive coincidence, the beautiful and pathetic interchange of journalistic courtesies up in Schuylkill county has been brought about by the coal strike. The term "interchange," however, is used inadvertently, for we have searched the columns of the *Miners' Journal* in vain for a line that savors of the Eatanswill style of argument. It is not the pot calling the kettle black, but the reverse; the *Anthracite* organ throws whole kettles full of pitch at Pottsville, and Pottsville, with commendable forbearance not unmixed with contempt, declines to return the compliment. Wherefore we are compelled to reassure that stone-coal man of Tamaqua that we don't believe there ever was "such an ass" as he professes to be in search of.

THE UNITED STATES AND ENGLAND.

ONE of the first fruits of the visit of Thomas Hughes, Esq., to this country is the formation of "The Anglo-American Committee." We printed in full a few days ago the circular setting forth the purposes of the association, the means by which it intends to work, and the names of the men who have joined together "to obtain the best securities for the maintainance of a friendly understanding, and for the cultivation of more cordial relations, between the United States and Great Britain." Mr. Hughes is foremost in this task, as he has been in so many other wise undertakings, and the names of those who have joined him are well known for the active and intelligent zeal with which they have labored in so many enterprises for political reform both at home and abroad. Lord Hobart has written a very exhaustive and thorough paper in the Alabama question; Herbert Spencer and Fowell Buxton are almost as well known here as in England; Mr. Mundella made a short visit to this country, but he has left a long memory of his hearty admiration of what he found good, and his wholesome and outspoken correction of what he thought faulty, in our systems of education, of trades unions, and of the other matters in which his experience had fitted him to be a sound judge. The men thus brought together mean to spread sounder views of the questions in controversy between the two countries, and to bring together citizens of each country outside of the range of party politics, so that the risk of any disturbance of the peace that now exists between England and America may be reduced to a minimum.

It is to be hoped that a similar effort will be made on this side to establish local committees to co-operate with the parent association in the useful labor that they have thus taken in hand. Nowhere in the world has so much been effected by organizations outside of Government, and independent of party politics, as in England; and, next to it, we stand with the enormous achievements of our Sanitary and Christian and Freedmen's Commissions. Just as these grew out of the war, and aided largely in securing the result that we all longed for, so the present necessity may be said to be one of the memories of the war, and certainly a full and free and frank discussion of the questions at issue between the two countries may well be counted on to expedite a settlement of them by quickening the actions of the Governments and their officials, and by checking the efforts of Congressmen and others who would make war or peace between England and America merely stepping-stones to help them across the turbid stream of home politics and party strifes. We all know that outside of Congress and outside of Governments, both at home and abroad, there are men of sound minds and broad, comprehensive intelligence, who have thought out the questions now at issue. If they can be brought together, and, joining to those who are already associated for the purpose in England, help to subdue the troublesome doubts and uncertainties that make up the open questions between the two countries, there can be little doubt that the result will be creditable to them and gratefully accepted.

WORK OF THE ANGLO-REBEL CRUISERS.

IN view of the proposed attempt at the settlement of the claims known as the Alabama claims, by the joint high commission recently appointed, the number of American vessels captured by the Rebel cruisers fitted out in England during the Rebellion becomes of interest. The number of vessels captured by each of the Anglo-Rebel cruisers is reported to have been as follows:—

By the Alabama	69	vessels.
" Shenandoah	38	"
" Florida	36	"
" Sumter	27	"
" Tallahassee	27	"
" Tacony	15	"
" Georgia	10	"
" Jeff. Davis	8	"
" Winslow	4	"
" Chickamauga	4	"
" Ojustee	4	"
" Clarence	3	"
" Retribution	3	"
" St. Nicholas	3	"
" Calhoun	3	"
" Sallie	2	"
" Nashville	2	"
" Boston	2	"
" Echo	2	"
" Savannah	1	"
" Lapwing	1	"
" York	1	"
" Conrad	1	"
" Tuscarora	1	"
" Other cruisers	16	"
Making a total of	283	"

The first capture made by the Alabama was the ship Ocmulgee, from Edgarton, on September 6, 1862, and the last that of the ship Rockingham, from Callao, on April 23, 1864. The career of the Shenandoah commenced in October, 1864, and terminated on June 28, 1865. The Florida began her operations by the capture of the brig Estella, from Manzanilla, on January 17, 1863, and ended with the capture of the bark Mandamin, from Rio Janeiro, in September, 1864. The Sumter opened her career in June, 1861, and closed it on July 4, 1862. The Tallahassee, the fifth in order of the most destructive of the cruisers, extended her piratical operations from January 25, 1863, to November 2, 1864. The number of vessels sailing direct from this port which fell into the hands of these piratical craft was twelve, the names and dates of capture of which we have already given.

THE OLD MAN'S HOME.

THE Old Man's Home, situated at Thirty ninth street and Powelton avenue, is an institution that is eminently worthy of the regards of the philanthropic citizens of Philadelphia. The quiet and unobtrusive manner, however, in which it has been managed has to some extent prevented it from receiving the attention it deserves from many who would, perhaps, gladly extend it their aid. This Home is intended as a comfortable refuge for respectable old men who, by the thousand-and-one vicissitudes of fortune, find themselves advanced in life without friends or fortune, and its benefits are not restricted to the members of any particular trade or profession, but, so far as the means at the disposal of the managers will permit, they are extended to all old men of good character who have need of them. The limited income of the Home and the small size of the building have hitherto obliged the managers to exclude many deserving applicants for admission, and to refuse to receive any old men under seventy years of age. The present rules require an admission fee of $150, and the applicant must not be less than seventy years of age, must be unmarried, and must be without near relatives who are competent to support him. Besides those who are absolutely without means of support, there are many old gentlemen who have no friends, but who are able to pay something towards their support, who would gladly avail themselves of such a refuge as this Home affords, where they will enjoy besides the society of persons of their own age, comforts they would be unable to obtain elsewhere, and medical attendance in event of sickness. In order, therefore, to extend the benefits of the Home the managers have procured plans for a new building large enough to accommodate fifty inmates. This will be commenced in the spring, several legacies and donations during the past year, which have amounted to $18,000, having placed it in the power of the managers to make the improvement. This amount, it is obvious, will not more than cover the expense of the new building, and in order that the institution may carry on its good work without pecuniary embarrassment, it will be obliged to depend very largely upon the contributions it may receive. The Old Man's Home is particularly worthy of the favorable notice of merchants, tradesmen, and business men generally, for they must know that in the ups and downs of life the most deserving often find themselves in their advanced years totally unprovided for, and that without any fault of their own. The most prosperous of our business men should remember that it is not impossible they may be obliged to take advantage of the shelter this Home affords; and even if no such contingency should ever occur, they will be aiding a most worthy object by generously contributing to its support.

A "CLAUDE LORRAINE" is now on exhibition at Caldwell's, No. 904 Chesnut street, which was executed by one of our lady artists last year in Paris. The name of this accomplished painter is modestly concealed, but she generously offers this effort of her studio, frame included, for the benefit of the French sufferers in Paris, where she has passed so many years in patient toil. Here is a fine prize for some lover of true art, and an opportunity to secure a first-class painting which has had already tempting offers in Europe.

NOTICES.

VERY CHEAP, OUR ELEGANT OVERCOATS.
VERY CHEAP, OUR WARM SKATING JACKETS.
VERY CHEAP, OUR USEFUL CONDUCTORS' COATS.
VERY CHEAP, OUR SPLENDID DRESS SUITS.
VERY CHEAP, OUR BUSINESS SUITS.
VERY CHEAP, OUR YOUTHS' AND BOYS' CLOTHING.
VERY CHEAP, OUR CHILDREN'S FANCY SUITS.
WANAMAKER & BROWN,
OAK HALL,
THE LARGEST CLOTHING HOUSE,
S. E. COR. SIXTH AND MARKET STS.

GET RID OF YOUR COLD AT ONCE, or you may keep on racking your lungs with a Cough, until at last they are irritated into a condition ripe for the production of tubercles; and then, instead of a simple, easily cured affection, you will have to deal with Consumption. Dr. Jayne's Expectorant will promptly cure all Coughs and Colds, and by imparting vigor to the respiratory organs, enable them freely to throw off obstructions engendered by neglected Colds, and heal all sore or inflamed parts. Sold everywhere.

BRANDY.

FINE OLD BRANDY,

JUST IMPORTED FROM

Pinet, Castillon & Co.,

VINTAGE OF 1840.

IN SMALL PACKAGES OF TEN GALLONS.

FOR SALE AT A VERY LOW PRICE BY

E. BRADFORD CLARKE,

(SUCCESSOR TO SIMON COLTON & CLARKE,)

S. W. Corner BROAD and WALNUT,

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ROCKHILL & WILSON.

BOY 5 YEARS OLD,
BOY 6 YEARS OLD,
BOY 7 YEARS OLD,
BOY 8 YEARS OLD,
BOY 9 YEARS OLD,
BOY 10 YEARS OLD,

AND ALL THE OTHER BOYS OF EVERY AGE AND SIZE, CAN

Get the Best Boys' Clothes
At the Great Brown Hall
Much cheaper than

Anywhere Else.

Come on, Boys! Tell your Fathers,
Tell your Big Brothers,
Tell all your friends
To come for fine clothes for the season to

ROCKHILL & WILSON'S

GREAT BROWN HALL,

603 and 605 CHESNUT STREET.

HABILLEMENTS
No. 824 CHESTNUT ST.
CHARLES STOKES & Co.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA, PA.

HAVE
ALWAYS ON
HAND TO SUBMIT
FOR THE SELECTION OF THEIR
CUSTOMERS
A LARGE AND VARIED STOCK
OF THE MOST FASHIONABLE
AMERICAN AND
FOREIGN
FABRICS.

FOR SALE CHEAP,

A 3-4 BILLIARD TABLE,

Sharp's Patent Cushions,

USED BUT A FEW TIMES,

Marble Bed, and First-class in Every Respect.

APPLY AT

No. 105 South FRONT St.,

1t PHILADELPHIA.

COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by

WILLIAM M. GREINER,
1 20 2m No. 109 CHESNUT Street.

SEWING MACHINES.

THE
WHEELER & WILSON
SEWING MACHINE,
For Sale on Easy Terms.
NO. 914 CHESNUT STREET,
4 mwf PHILADELPHIA.

NEW PUBLICATIONS.

JUST ISSUED,

POEMS.

BY LUCY HAMILTON HOOPER.

WITH A PORTRAIT FROM STEEL.

12mo. Extra Cloth. Gilt Top.

Price, $1 75.

J. B. LIPPINCOTT & CO.,
PUBLISHERS,
Nos. 715 and 717 MARKET STREET,
2 11 sturt Philadelphia.

BEWARE OF COUNTERFEIT MONEY. SUBSCRIBE TO THE SAFEGUARD. PETERSONS' DETECTOR FOR FEBRUARY 15 is now ready. It is a valuable business journal and advertising medium, being a miscellany of useful knowledge as regards the finances of the country, and is especially devoted to Banking, Stocks, Trade, Money, etc., with a full list of all the last new COUNTERFEITS, etc.
Monthly, per annum, $1 50; Semi-monthly, per annum, $3; Single numbers, 15 cents. T. B. PETERSON & BROTHERS, Publishers and Booksellers, No. 306 CHESNUT Street, Philadelphia.
Closing out sale, Books very cheap. 1t

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Spring Horses,
Rocking Horses,
Children's Carriages.

BOYS' SLEDS, WAGONS,
VELOCIPEDES, Etc. Etc.

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Factory, No. 226 DOCK Street,

12 9 4p BELOW EXCHANGE.

WATCHES, JEWELRY, ETC.

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NEW YORK WATCH COMPANY'S
WATCHES,

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In presenting their Watches to the American public, we do so with the knowledge that in point of finish and time-keeping qualities they are superior for the price to any Watch made in this country.
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ALEX. R. HARPER,

Successor to John M. Harper,

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SECOND STORY, [2 2 2mrp

Salesroom of the American Watch.

GLOVES.

100 DOZEN
Cents' Kid Gloves,
Of our own Importation.

WHITE Opera or Party Colors, and Street Colors, at $1 50 per pair.
100 dozen Ladies' Opera Kid Gloves, $1 00.
150 dozen Ladies' White Kid Gloves, $1 and $1 25.
Soiled Kid Gloves, 75 cents.
100 dozen Ladies' Full Regular-made Hose, double heels, at 25 cents.
119 dozen Gents' English Full Regular-made Half Hose, orange top, only 25 cents.
New Hamburg Edgings and Insertings.
Shirt Fronts of our own make.
Winter Gloves and Underwear closing out at about half-price

AT THE

GREAT KID GLOVE EMPORIUM

OF

A. & J. B. BARTHOLOMEW,

2 4 stuthtf No. 23 North EIGHTH Street.

FURNITURE, ETC.

HOVER'S
PATENT SOFA BED.

In consequence of certain parties representing that their Sofa Beds and Lounges are of my patent, I beg leave to inform the public that my Sofa Bed is for sale only at MOORE & CAMPION'S and ALLEN & BROTHER'S, and at the Manufactory, No. 230 South SECOND Street
This novel invention is not in the least complicated, having no cords or ropes to pull in order to regulate, or props to keep it up when in the form of a bedstead, which are all very unsafe and liable to get out of repair. The bedstead is formed by turning out the ends, or closing them when the Sofa is wanted.

H. F. HOVER,

No. 230 SOUTH SECOND STREET,

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CARRIAGES.

ESTABLISHED 1853.

JOSEPH BECKHAUS,

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ABOVE GIRARD AVENUE,

Manufacturer of exclusively FIRST-CLASS

CARRIAGES.

NEWEST STYLES.

Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Barouches, Phætons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country.
Fine and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 3mrp

GROCERIES, ETC.

ESTABLISHED 1805.

C. Newbold's Extra Fine Jersey Hams.
N. Stokes' " " " "

These are considered by connoisseurs the FINEST HAMS sold in the Philadelphia market. We are now taking orders for their delivery in the month of March.

We have also on hand our
MARYLAND SUGAR CURED HAMS,
S. DAVIS, JR., " " "
ST. LOUIS " " "

And other well-known brands, to which we invite the attention of buyers. All of them warranted to give satisfaction or no sale.

CRIPPEN & MADDOCK,

Dealers and Importers in Fine Teas and Groceries of every description,

No. 115 S. THIRD Street,

2 10 ftuf3t4p Below Chesnut.

DRY GOODS.

1871.

BLACK SILKS

"AT THORNLEY'S,"

EIGHTH AND SPRING GARDEN STS.

Having got through with our annual stock-taking, we now open up a splendid stock of "BLACK SILKS" very much under regular prices, and of most EXCELLENT QUALITY.
Good Black Gros Grains for $1 50.
Rich black Gros Grains for $1 75.
Very Rich Beautiful Silks for $2 00.
Heavy, Smooth, Soft Flossy Silk, $2 50.
Sublime Quality Rich Lyons Silks, $3 00.
Superb Black Silks, Queenly, $3 50.
Most Magnificent Black Silks for $4 50.

We know that the above goods cannot be excelled in the "UNITED STATES" for quality and cheapness.
We also offer a full line of colors in

Best Kid Gloves,

Every pair of which we warrant, and if through any mishap they rip or tear in putting on, we at once give another pair instead.

JOSEPH H. THORNLEY,

NORTHEAST CORNER OF

EIGHTH and SPRING GARDEN Sts.,

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Established in 1853.

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POPULAR PRICES
FOR
DRY GOODS,
STRICTLY ONE PRICE.

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GEO. STECK & CO.'S,
BRADBURY'S,
HAINES' BROS',
PIANOS,
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MASON AND HAMLIN'S CABINET ORGANS.

GOULD & FISCHER,

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J. E. GOULD.
WM. G. FISCHER. 1 17 tf4p

Steinway & Sons'

Grand Square and Upright Pianos.

Special attention is called to their new
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.

CHARLES BLASIUS,

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ALBRECHT,
RIEKES & SCHMIDT,
Manufacturers of Grand and Square Piano Fortes, recommend their stock of first-class instruments. Every instrument is warranted and prices moderate.
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DREXEL & CO.,

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American and Foreign Bankers,

DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.

DEALERS IN

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Drexel, Winthrop & Co., No. 18 Wall Street, New York. | *Drexel, Harjes & Co.*, No. 3 Rue Scribe, Paris.

$5000 TO $30,000 TO BE INVESTED ON mortgage security. These moneys, being a part of a large trust estate, will probably not be required to be repaid for many years.
THOMAS SHIPLEY,
2 13 3t* No. 20 N. SEVENTH Street.

$15,000, $10,000 TO LOAN ON MORTgage of first class city property. Apply to
LEWIS H. REDNER,
2 13 2t No. 731 WALNUT Street.

FURNACES, ETC.

ESTABLISHED 1825.

FRED. T. MECKE. H. J. DEAS

H. J. DEAS & CO.,

MANUFACTURERS OF

Warm Air Furnaces
AND
Cooking Ranges,

Portable Heaters, Low Down Grates, Slate Mantels, Bath Boilers, Registers and Ventilators.

No. 111 North SEVENTH St.,

PHILADELPHIA. [9 22 thstuemrp

JOBBING PROMPTLY ATTENDED TO.

H. Y. LAUDERBACH'S ACADEMY,

ASSEMBLY BUILDINGS,

A Primary, Preparatory, and Finishing School. Address Principal, No. 108 S. TENTH St. 2 11 1m

OBITUARY.

Assistant Postmaster W. B. Taylor, of New York—Fifty Years of Official Life.

Assistant Postmaster William B. Taylor died suddenly in New York on Sunday night, it is supposed of heart disease.

Mr. Taylor was born in 1800 in New Brunswick, N. J., and when a mere boy entered the village post office, where he learned the rudiments of the postal service. Coming to New York in 1823 he obtained a place in the Post Office, then in Garden street (now Exchange place), under the administration of General Theodorus Bailey, who in his seventy-first year was both a hero of the Revolutionary war and Postmaster of that city. In those days a half-dozen persons performed the work of the office, and in 1835 Mr. Taylor, as chief clerk, assorted all the mails himself, and the good postmaster with his family lived in rooms adjacent to and forming a part of the office.

General Bailey was succeeded as Postmaster by Gouverneur and Coddington, under both of whom Mr. Taylor remained as chief clerk. He remained under the successive administrations of John L. Graham, Robert H. Morris, William V. Brady, and Isaac V. Fowler, as well as under the short term of General John A. Dix, who was appointed Postmaster after the flight of Fowler.

Upon the beginning of the trouble succeeding the election of Mr. Lincoln, in 1860, General Dix was called to the Cabinet of Mr. Buchanan to serve as Secretary of the Treasury during the few months that remained of his unexpired term; and Mr. Taylor then received the only recognition he had ever had at the hands of the politicians, and was appointed Postmaster to fill the vacancy in January, 1861, holding the position about one year, at the end of which time he was displaced by the appointment of Mr. Wakeman. Since that time, and until his death, he has acted as Assistant Postmaster. He leaves a wife and large family in only moderate circumstances. At the time of his death he was seventy-one years and one month of age.

THE NEW YORK ICE BRIDGE.

Crowds of People on the Ice in the North and East Rivers—Remarkable Scene.

The New York *Commercial Advertiser* of last evening says:—

The East river was again this afternoon bridged over by the ice, and many persons crossed and recrossed between the Brooklyn and New York shores.

At 2 o'clock a party of boys, several of whom had a share in the danger of Saturday, set the example of leaving the New York shore. In a very few moments the ice swarmed with boys, who amused themselves by playing at leapfrog and sliding. At first, rendered cautious by previous experience, the lads kept close to the shore, but gradually growing more confident they boldly started for Brooklyn.

In the meantime great crowds had assembled on the Brooklyn side of the river, and a party, reassured by the success of the New York *gamins*, set out to meet them. When one party of pedestrians had succeeded in crossing with ease and safety there were plenty of imitators, and great excitement arose in the neighborhood of Catharine Ferry and the foot of Market street.

For a long time boys and young men alone were bold enough to venture upon the journey, but at last men made up their minds to risk a ducking, and finally several women were induced to avail themselves of the natural bridge. At half-past 3 o'clock the ice was still firm, and there was a continuous line of pedestrians spanning the river. The spectacle was a curious one, as the height of the travellers was dwarfed by the breadth of the river, and every movement was clearly defined against the white surface.

FATAL ACCIDENT.

Frightful Affair in a Mill—An Engineer Crushed by a Fly-Wheel.

The Pittsburg *Commercial* of yesterday says: One of the most frightful accidents we have had to record for some time occurred on Saturday afternoon at Graff, Bennett & Co.'s iron mills in West Pittsburg, resulting in the death of Ralph Culbertson, the engineer of the establishment.

About 3 o'clock a laborer went into the engine room and discovered the mangled leg of a man lying on the floor near the fly-wheel, which was revolving with great velocity. He at once gave the alarm and the engine was stopped and investigation made, when the mangled and mutilated body of the engineer was found in the pit under the fly-wheel.

The last seen of Mr. Culbertson prior to his death was about 1 o'clock, some two hours before the accident was discovered. At that time a laborer having business in the engine room went in and saw Mr. C. preparing to oil the engine, having a lighted lamp and the oil can in his hand. How the accident occurred is of course a mystery which in all probability will never be explained.

The deceased was a most estimable citizen, a careful and attentive workman, and highly esteemed by his employers. He had been in the employ of the firm as engineer for the past twelve years, and was about fifty-four years of age.

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE CHESNUT the spectacular drama of *The Old Man of the Mountain* will be represented this evening.

To-morrow there will be a matinee in aid of the Holland testimonial fund, when the comedy of *The Honeymoon* and the farce of *The Loan of a Lover* will be represented. This performance is in aid of a very worthy object, and we hope the citizens of Philadelphia will contribute their share towards making it a brilliant success.

AT THE WALNUT Mr. W. H. Bailey will have his annual benefit this evening, when he will personate "Uncle Tom" in the drama of *Uncle Tom's Cabin*. Mr. Joseph Ralston will sing a Dutch song. Mr. Bailey is a favorite actor, and we hope his friends will crowd the house this evening.

To-morrow evening Mr. Lewis Morrison will have a benefit.

AT THE ARCH the piece entitled *Sinbad the Sailor* will be represented this evening.

On Saturday there will be a matinee, the entire proceeds of which will be devoted to the relief of the French sufferers.

On Monday Mr. Stuart Robson will commence an engagement of six nights.

AT THE MUSEUM, Ninth and Arch streets, the new comedy of *Cle-Cle* will be represented this evening. A matinee to-morrow.

AT THE ASSEMBLY BUILDING the two-headed girl will be on exhibition to-day from 2 till 5 and from 7 till 10 P. M.

AT THE AMERICAN a number of talented performers will appear this evening in a variety entertainment.

CHARLES W. BROOKE, Esq., will lecture at Concert Hall this evening, on "Irish Bards and Ballads." Mr. Brooke is an eloquent speaker, and this lecture is one of great interest. It should attract a crowded house, especially as it is for the benefit of a benevolent object.

THEODORE THOMAS will give two grand orchestral concerts at the Academy of Music on to-morrow and Thursday evenings. Miss Anna Mehlig will appear at both of these entertainments. The reputation of Mr. Thomas' orchestra is so well established that it is not necessary to speak of its merits. The programmes for the two concerts are admirably arranged, and lovers of fine music may expect very superior entertainments. To-morrow evening Beethoven's "Pastorale" symphony will be given entire.

THE MÆNNERCHOR masked ball will come off this evening at the Academy of Music, and an unusually brilliant entertainment may be expected. One-half of the proceeds of this ball will be devoted to the relief of the sufferers by the Franco-German war.

—Subscriptions for the proposed Museum of Fine Arts in Boston are to be taken for any amount from $1 upward. A committee has been appointed to make arrangements for soliciting subscriptions in Europe.

CITY ITEMS.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

BURNETT'S FLORIMEL.—An exquisite perfume.

WE PLEDGE OUR REPUTATION for the fulfilment of what we here declare. In almost every instance where the infant is suffering from pain and exhaustion, relief will be found in fifteen or twenty minutes after MRS. WINSLOW'S SOOTHING SYRUP has been administered. Cures dysentery, and diarrhœa, and wind colic. Sure to regulate the bowels.

BEDDING, best in the city, lowest price, and guaranteed, by ALBERTSON & Co., No. 1435 Chesnut street.

WHITCOMB'S ASTHMA REMEDY—Sure cure.

MARRIED.

GREEN—BAILEY.—December 27th, 1870, by Rev. J. R. Bailey, Pastor of Fortieth Street M. E. Church, Mr. TAYLOR GREEN to Miss MARY JANE BAILEY, all of Chester county, Pa.

WALTON—OWENS.—On the 9th instant, by Rev. L. D. McClintock, Mr. CHARLES T. WALTON to Mrs. SUSAN OWENS, all of Bridesburg.

DIED.

BOOZAR.—On Sunday, 12th instant, MRS. MARY ANN BOOZAR, aged 63 years.

Her relatives and friends are respectfully invited to attend the funeral, from her late residence, No. 22 Penn street, Burlington, New Jersey, on Wednesday, the 15th instant, at 2 o'clock, without further notice.

CUMMINGS.—On the 13th instant, FRANK R. CUMMINGS, son of Charles H. and Annie Cummings, aged 26 years.

The relatives and friends of the family are invited to attend the funeral, from the residence of his father, Johnson and Morton streets, Germantown, Friday, 17th instant, at 12 o'clock M. To proceed to Woodlands Cemetery.

Carriages will leave E. S. Earley's, Tenth and Green streets, at 11 o'clock, and the depot at Germantown on arrival of 12 o'clock train.

ERVIN.—On the 12th instant, at Kaighn's Point, N. J., THOMAS ADAMS ERVIN, only son of Robert and Agnes Ervin, aged 19 years.

The relatives and friends of the family are respectfully invited to attend his funeral, from the parents' residence, No. 224 Kaighn's Point avenue, on Wednesday morning, at 10 o'clock, to cross at South street and proceed to the Mariners' Bethel, Penn and Bainbridge streets, for services by 11½ o'clock. Interment at Odd Fellows' Cemetery.

MEGEE.—On Sunday evening, the 12th instant, after a lingering illness, JOHN H. MEGEE, aged 36 years.

The relatives and male friends of the family, also Lodge No. 3, A. Y. M.; Covenant Lodge, No. 114, I. O. of O. F.; and Company G and officers of 24 Regiment, N. G., are respectfully invited to attend the funeral, from his late residence, No. 864 North Eighth street, on Thursday, at 2 o'clock. To proceed to Monument Cemetery.

Lock Haven papers please copy. $$$

SLOOK.—Suddenly, on the evening of February 10, 1871, MRS. ELIZA SLOOK, wife of John Slook, Sr., in the 68th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, Passyunk avenue, below Broad street, on Thursday afternoon, Feb. 16th, at 2 o'clock. To proceed to Lutheran Church.

SNYDER.—On the 13th instant, NELLIE E., daughter of Jackson and Susan Synder, aged 4 years and 6 months.

VAN TINE.—On the 13th instant, of scarlet fever, GEORGE HIRAM, infant son of J. Lewis and Abbie A. Van Tine, aged 1 year, 7 months.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 516 North Seventh street, on Thursday afternoon next, at 1 o'clock. To proceed to South Laurel Hill.

WOLF.—On the 12th instant, Mr. GEORGE WOLF, in the 44th year of his age.

The relatives and friends of the family, also the Philadelphia Butchers' Beneficial Society, and the Wabash Lodge, No. 20, U. O. F. M., are respectfully invited to attend the funeral, from his late residence, No. 1318 Mascher street, on Wednesday afternoon, the 12th instant, at 1½ o'clock. To proceed to Odd Fellows' Cemetery.

WRIGHT.—On Sunday, 12th instant, ROBERT WRIGHT, aged 71 years.

The relatives and friends are invited to attend his funeral, from his late residence, near Bristol, Bucks county, on Wednesday, Feb. 15th, at 1 o'clock.

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

NOTICE THIS!

In Gents' Furnishing Goods we keep constantly a LARGE, VARIED, and FASHIONABLE stock of

COLLARS, CUFFS, CRAVATS,
HOSIERY AND HANDKERCHIEFS,
UNDERWEAR AND UMBRELLAS,
GLOVES AND GOWNS,
WALKING STICKS AND WRAPPERS,
Etc., Etc., Etc., Etc.

WANAMAKER
818 AND 820 CHESNUT STREET.

REDEMPTION OF CIVIL BONDS OF 1860.

STATE OF CALIFORNIA,
TREASURY DEPARTMENT,
SACRAMENTO, February 1, 1871.

Whereas, There is on this day in the State Treasury the sum of twenty-eight thousand ($28,000) dollars which, under the provisions of an act of the Legislature of said State entitled "An act to provide for the paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 30, 1860, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said act, notice is hereby given that

SEALED PROPOSALS

for the surrender of said Bonds will be received at this Department for the amount above specified until the

10TH DAY OF APRIL, 1871,

at 11 o'clock A. M.

No bid will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be indorsed "Sealed Proposals for the surrender of Civil Bonds of 1860."

Said bonds will be redeemed and interest paid in gold and silver coin of the United States, and must be surrendered within ten days after the acceptance of the proposal for their redemption.

A. F. CORONEL,
2 14tuths t4 10 State Treasurer.

DEPARTMENT OF THE RECEIVER OF TAXES.

PHILADELPHIA, Feb. 13, 1871.

Tax-payers who desire their bills prepared in advance will please send memorandum of properties at their earliest convenience to the undersigned.

ROBERT H. BEATTY,
Receiver of Taxes,
2 14 3t No. 11 State House Row.

SPECIAL NOTICES.

REV. DR. SAUNDERS WILL DELIVER A lecture before the Courtland Saunders Debating Society, THIS EVENING, at his college. Subject—"Constantinople and Europe's Future," a subject which few are acquainted with. 1t*

MERCANTILE LIBRARY.—THE ANNUAL election for six Directors, to serve for three years, will be held at the Library on TUESDAY, the 21st inst., between the hours of 4 and 8 P. M.
2 14 7t JOHN LARDNER, Rec. Sec.

THE WISE AND SHREWD TEND TO HELFENSTEIN & LEWIS' Printing House, FIFTH and CHESNUT Streets. 1t

GAS FIXTURES.

CORNELIUS & SONS.

MANUFACTURERS

OF

GAS FIXTURES

Wholesale and Retail

Salesrooms,

No. 821 CHERRY Street

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We have no store or salesroom on Chesnut street.

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FOR SALE.

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Three Doors above Sumner St.,

Replete with all modern conveniences,

WILL BE SOLD ON ACCOMMODATING TERMS.

POSSESSION AT ONCE. CAN BE SEEN AT ANY HOUR OF THE DAY. 2 11 tf

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2 4 tf "Box 1734, Philadelphia Post Office."

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Within the past three years; while in Philadelphia alone twenty-five fires, endangering property to the extent of HUNDREDS OF THOUSANDS OF DOLLARS, have been extinguished during the past year by the same means. Our Machine is the IMPROVED CARBONIC ACID GAS FIRE EXTINGUISHER, and is indorsed and used by M. Baird & Co., Henry Disston & Son, Benjamin Bullock's Sons, Morris, Tasker & Co., Alan Wood & Co., Lacey & Phillips, Bromley Brothers, S. J. Solms, Charles Smeu, Johnson & Co., Rumby & Madeira, Francis Perot & Sons, George W. Childs, Pennsylvania Railroad Company, Philadelphia and Boston Steamship Company, Philadelphia and Southern Steamship Company, and many other of our leading business men and corporations.

CAUTION.—All parties in this community are warned against buying or selling "Extinguishers" except those purchased from us or our agents, under penalty of immediate prosecution for infringement.

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NORTHERN PACIFIC RAILROAD CO.

These bonds are secured, first, by a First Mortgage on the Railroad itself, its rolling stock and all equipments; *second*, by a First Mortgage on its entire Land Grant, being more than Twenty-two Thousand Acres of Land to each mile of Road.

The Bonds are free from United States Tax; the Principal and Interest are payable in Gold—the Principal at the end of Thirty years, and the Interest semi-annually, at the rate of SEVEN AND THREE-TENTHS PER CENT. per annum.

They are issued in denominations of $100, $500, $1000, $5000, and $10,000.

The Trustees under the Mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.

These Northern Pacific 7·30 Bonds will at all times before maturity, be receivable at Ten per Cent. Premium (or 110) in exchange for the Company's lands at their lowest cash price.

In addition to their absolute safety, these Bonds yield an income larger, we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics increase their yearly income *one third*, and still have a perfectly reliable investment.

Persons wishing to exchange stocks or other bonds for these can do so with any of our Agents, who will allow the highest current price for ALL MARKETABLE SECURITIES.

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No. 29 S. THIRD Street.
JACOB E. RIDGEWAY,
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WE OFFER FOR SALE, AT PAR

THE NEW MASONIC TEMPLE LOAN,

Bearing 7 3-10 interest,

Redeemable after five (5) and within twenty-one (21) years.

Interest Payable March and September.

The Bonds are registered, and will be issued in sums to suit.

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Stocks bought and sold on commission. Gold and Governments bought and sold. Accounts received and interest allowed, subject to Sight Drafts.

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Gold, Silver, and Government Bonds

At Closest Market Rates,

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Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26t

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BANKERS

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Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS,
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GOLD AND SILVER BOUGHT AND SOLD.

In connection with our London House we are now prepared to transact a general

FOREIGN EXCHANGE BUSINESS,

including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.

Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

2 2 3mrp No. 114 S. THIRD Street, Philada.

Wilmington and Reading RAILROAD

SEVEN PER CENT. BONDS

Free of Taxes.

We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

$1000s, $500s, and $100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,

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No. 36 South THIRD Street,

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SPECIAL NOTICE TO INVESTORS.

A Choice Security.

We are now able to supply a limited amount of the

Catawissa Railroad Company's 7 PER CENT. CONVERTIBLE MORTGAGE BONDS,

FREE OF STATE AND UNITED STATES TAX.

They are issued for the sole purpose of building the extension from MILTON TO WILLIAMSPORT, a distance of 30 *miles*, and *are secured by a lien on the entire road of nearly 100 miles*, fully equipped and doing a flourishing business.

When it is considered that the entire indebtedness of the Company will be less than $16,000 per mile, leaving out their *Valuable Coal Property of 1300 acres*, it will be seen at once what an unusual amount of security is attached to these bonds, and they therefore must commend themselves to the most prudent investors. An additional advantage is, that they can be converted, at the option of the holder, after 15 years, into the Preferred Stock, at par.

They are registered Coupon Bonds (a great safeguard), issued in sums of $500 and $1000. Interest payable February and August.

Price 92½ and accrued interest, leaving a good margin for advance.

For further information, apply to

D. C. WHARTON SMITH & CO.,

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A LEGAL INVESTMENT

Having sold a large portion of the

Pennsylvania Railroad General Mortgage Bonds,

The undersigned offer the balance for a limited period at 95 and interest added in currency.

These bonds are the cheapest investment for Trustees, Executors, and Administrators.

For further particulars, inquire of
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Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.

Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.

Make Collections on all points.

Execute orders for Bonds and Stocks at Board of Brokers.

Allow interest on Deposits, subject to check at sight. 12

FINANCIAL.

TREASURY DEPARTMENT,

WASHINGTON, February 4, 1871.

PUBLIC NOTICE IS HEREBY GIVEN THAT BOOKS WILL BE OPENED ON THE

SIXTH DAY OF MARCH NEXT,

In this country and in Europe, for Subscriptions to

THE NATIONAL LOAN,

Under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved January 20, 1871.

The places at which subscriptions may be made and the names of the authorized Agents of the Government will be announced hereafter. The proposed Loan comprises three classes of Bonds, namely:—

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscribers to the Loan will have preference in the following order, namely:—

First. Subscribers for equal amounts of each class of bonds.

Second. Subscribers for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Third. Subscribers for five per cent. bonds.

When a subscription is made the subscriber will be required to deposit two per cent. of the amount thereof, to be accounted for by the Government when the bonds are delivered; and payment may be made either in coin, or in bonds of the United States known as FIVE-TWENTY BONDS, at their par value. The coin received in payment will be applied to the redemption of five-twenty bonds.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1000, $5000, and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depositary of the Government.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal, or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

GEO. S. BOUTWELL,

2 9 6t SECRETARY OF THE TREASURY.

FOR SALE,

Six Per Cent. Loan of the City of Williamsport, Pennsylvania,

Free of all Taxes,

At 85 and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,
No. 39 S. THIRD STREET,
25 PHILADELPHIA.

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HARRISSON GRAMBO,
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DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.
ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.
COLLECTIONS MADE EVERYWHERE.
REAL ESTATE COLLATERAL LOANS NEGOTIATED. (8 27 6m

No. 530 WALNUT St., Philada.

Edmund D. Randolph & Co.
FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
Bankers, 2 Nassau St. N. York.
Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris, & Germany and Letters of Credit, available throughout Europe.

GROCERIES, ETC.

Choice New Crop Teas

AT REDUCED PRICES.

FINEST OOLONG, JAPAN, AND YOUNG HYSON TEAS,

Just received, which we now offer at a great reduction in prices, in half chests, 10 lb. boxes, and at retail.

Fine Old Mocha, Java, Laguayra, and Rio Coffees, at greatly reduced prices.

Owing to the late reduction in Government duties, we can now offer to our customers a large assortment of FIRST-CLASS GROCERIES at low rates.

WILLIAM KELLEY,

N. W. Corner TWELFTH Street and GIRARD Avenue,

11 10 thstu PHILADELPHIA.

ESTABLISHED 1809.

WARRANTED PURE

Old Government Java Coffee,

Roasted fresh every day, at only 35 cents per lb., or 3 lbs. for one dollar. Lovers of good Coffee, give this a trial and satisfy yourselves.

For sale only at

COUSTY'S East End Grocery,

No. 118 South SECOND St.,

2 17 thstu Below Chesnut, West Side.

N. B.—Choice Groceries of all kinds constantly arriving.

MARBLE WORKS.

H. S. TARR & SON'S

MANUFACTORY OF

Carved and Ornamental Marble Work,

GREEN Street, above Seventh,

1 30 3m PHILADELPHIA.

THE HISTORY OF THE BLACK SEA CLAUSE.

From the Pall Mall Gazette.

The conference met on Tuesday, January 7th, in the Foreign Office and immediately adjourned till the 24th instant, when it is hoped a French representative may be able to attend. Meanwhile, in dealing with this matter the Liberal press of London is doing its best to falsify the flattering but quite inaccurate view of the *Times*, that the daily journals are gradually abandoning "formal partisanship," which only a little while ago discredited the Conservative press almost alone. The competition between the most influential journal in the world, and the journal with the largest circulation in the world, and the journal with a world-wide circulation leads (we have no time to explain how at present) to another sort of competition—namely, as to which of them shall most clearly manifest its consciousness of the honor of being "primed" by a Minister. There are too many signs that in this question of the Black Sea clause this process of priming has been largely and carefully carried out. It is all the more important, therefore, that some one should explain what are the questions at issue, their origin and true value. A full and interesting account of the negotiations which resulted in the treaty now under consideration will be found in the new number of the *Edinburgh Review*. For our readers' benefit we note some of the principal features in that narrative.

On the 23d of July, 1854, M. Drouyn de Lhuys wrote to the French Minister at Vienna, pointing out that the facilities which Russia possessed for developing a maritime power in the Black Sea were a permanent menace to Turkey, and laying down four points for which the Allies were contending. The third of these was that "the treaty of the 13th of July, 1841 (known as the Treaty of the Straits), should be revised by the high contracting parties in the interest of the European balance of power, and with a view to a limitation of the Russian power in the Black Sea." The Allies held to their four points throughout the war, and, above all, to this third point, to which, on the other hand, Russia was equally strenuous and determined in her opposition. Austria, when consulted, declared that without the third point she would not negotiate, and Prussia also accepted it. It was thus incorporated in the memorandum of the 28th of December, 1854, which was the basis of the Vienna Conference:—

> The revision of the Treaty of July 13, 1841, must have for its object to connect the existence of the Ottoman Empire more completely with the European equilibrium, and to put an end to the preponderance of Russia in the Black Sea. As to the arrangements to be made in this respect, they depend too directly on the events of the war for it to be possible at present to determine the basis; it is sufficient to point out the principle.

In the conference Russia declined to make any proposal on the subject. Austria recommended a system of naval equipoise—that is, that the two riverain powers, Russia and Turkey, should bind themselves by treaty to maintain in the Black Sea a certain number of ships and no more. France also thought there should be a limitation of naval forces there. Lord John Russell, supporting this proposition, remarked "that the Black Sea was exceptional; that the principle of closing the Dardanelles had been adopted by the public law of Europe; that of the two powers which alone command the shores of the Black Sea the one, already very strong, continually augments its forces, while the other is weakened by her contest with Russia. In this state of things England regards the excessive increase of the Russian fleet in the Black Sea as a perpetual menace hanging over the Bosphorus and Constantinople. To admit that the Ottoman Empire is an essential element of the European equilibrium, and to wish to maintain at the same time a perpetual menace directed against that empire, is a flagrant inconsistency."

While Russia rejected the principle of a limitation of naval forces as incompatible with her dignity, Prince Gortschakoff submitted a document rebutting the charge against Russia of abusing her preponderance in the Black Sea, and proposing to open the Dardanelles and Black Sea to the flags of all nations on condition that Russian ships should have the right (with the consent of the Porte) to pass out as freely as the others entered. This was negatived absolutely by Turkey, England, and France as totally incompatible with their policy and objects, and the negotiations were broken off. Although Lord Russell, with M. Drouyn de Lhuys, leant towards the principle of a counterpoise between the Russian and Turkish fleets in the Black Sea, the British Government insisted that the limitation should be absolute. In a circular to the Queen's representatives abroad, Lord Clarendon made the following remarks, which have not yet lost their appropriateness or force:—

> Russia has asserted that a regard for her dignity precludes her from acceding to the terms proposed by the allies on the third point. But the dignity of Russia cannot require that she should keep up in time of peace, and on the immediate threshold of her weaker neighbor, a force wholly unnecessary for purposes of self-defense, but enabling her at the shortest notice to subvert the independence of that neighbor, and to change the territorial distribution of Europe. Yet such is the position which Russia has maintained in the Black Sea, and which she has even now publicly avowed her determination not to renounce.
>
> It is needless to dwell on the absence of any motive of self-preservation to justify this determination on the part of Russia. It would be a mockery to pretend that she has anything to fear from the hostility of Turkey; and while Turkey is at peace and free from threatened attack by Russia, and while the Straits between the Mediterranean and the Black Sea are closed except to a small and limited number of ships of war of the Western powers, Russia has nothing to fear from the naval forces of England and France; while, on the other hand, the present state of things in the Black Sea demonstrates that when war exists between Russia and Turkey, and when the straits are consequently open to all the naval forces of the Sultan's allies, England and France, if sufficient time be afforded them, can collect in the Euxine a naval armament strong enough to sweep from the waters of that sea every ship bearing the flag of Russia.
>
> Russia has, indeed, alleged that the preponderance which she wishes to maintain in the Black Sea is essential for the security of the Turkish empire against the aggressions of other powers; but it is not from the hostility of the Western powers, but from the traditional, and it is not too much to say avowed, policy of Russia that the Turkish Empire has danger to apprehend. The present war has been undertaken to provide securities against those ambitious designs of Russia which menace the safety of Turkey and the future repose of Europe; and, in short, to quote the words of a recent Russian proclamation, to prevent, as far as Turkey is concerned, the accomplishment of the wishes and the views of Peter, of Catharine, of Alexander, and of Nicholas.
>
> The Western Powers, in conjunction with Austria, have considered that this object would most effectually be secured by restricting within reasonable bounds the power of Russia in the Black Sea. Russia however, has refused to subscribe to these reasonable proposals; and in their place she has offered two schemes of modification of the Treaty of 1841, the practical effect of which would be, that whichever of the two schemes the Western Powers might accept, those Powers would be obliged to keep up perpetually, in the vicinity of the Dardanelles, a large naval force prepared to act in any contingency which might occur. For, according to one scheme, Russia proposed that the Straits between the Mediterranean and the Black Sea should at all times be open to the ships of war of all nations, and therefore, of course, to her own Black Sea and Baltic fleets.
>
> The effect of this scheme would have been that Constantinople would at all times have been exposed to all the dangers which might have arisen from the sudden appearance before that city of an overwhelming Russian armament; while the tranquillity of the Mediterranean, and all the great interests in that sea, would have been liable to disturbance by the action of a powerful Russian fleet, sallying forth at any moment from the Euxine.
>
> "To guard against this double danger the Governments of England and of France would have been compelled to maintain in the Mediterranean war establishments in time of peace, and permanently to station their armaments at a great distance from their arsenals and resources; so that a peace concluded on such conditions would have been nothing more than an armed truce divested of the security which is the essence of peace, and unaccompanied by that cessation of expenditure which ought to follow the termination of a war.

On the fall of Sebastopol, and the conclusion of a treaty with Sweden, by which the Allies would have been able to carry the war into Finland, Austria renewed the offer of her good offices, and the four points were again presented in a more detailed form. The third point now took the shape of an agreement that the Black Sea should be neutralized; that its waters should be open to the merchant marine of all nations, but not to any ships of war; that there should be no military arsenals on its banks; and that Russia and Turkey should mutually engage to maintain in the Black Sea only a specified number of light vessels for the service of the coasts. Before this was submitted to Russia, it had been warmly discussed by the Western powers. A proposal by France to lower the terms provoked an indignant remonstrance from England, Lord Palmerston declaring that sooner than accept inadequate terms, England and Turkey would carry on the war alone. England insisted that the engagement as to the Black Sea must be embodied in the general treaty with the powers, and must not be modified without their assent. These views carried the day, and on the 5th of January, 1856, Count Nesselrode, accepting the bases of negotiation, thus referred to the third point:—

> Article 3 is at bottom only a reproduction of the proposal emanating from the Imperial Cabinet (that is, Russia herself), which your Excellency was charged to communicate to the Austrian Government. We accept it, and thereby consent that the convention to be made between Russia and the Porte for this purpose should be previously submitted to the sanction of the contracting powers. We have only two amendments to propose, one of which is solely intended to make the terms more clear and avoid all misconstruction; the other is a trifling addition of a word with reference to the suppression of the slave-trade on the Black Sea coast.

These preliminaries being settled, the Congress of Paris opened on the 25th of February, and on the 4th of March the third point came up for consideration. It was agreed that the Black Sea should be neutralized, and that its waters and ports, while thrown open to the mercantile marine of every nation, should be "formally and *in perpetuity* interdicted to the flag of war, either of the powers possessing its coasts or of any other power, with the exceptions stipulated in the present treaty." The paragraph as to the prohibition of military arsenals was also adopted. Lord Clarendon pointed out that the maintenance of an arsenal of the first-class at Nicolaieff, though not on the shores of the Black Sea, would justify public opinion in "attributing to Russia intentions which she cannot entertain." Upon this the First Plenipotentiary of Russia replied "that the Emperor, his august master, on acceding with sincerity to the propositions of peace, firmly resolved strictly to carry out all the engagements resulting from them; * * * that in order at once to provide for his engagements and for the requirements of the naval service, the Emperor intends only to authorize the construction at Nicolaieff of the vessels-of-war mentioned in the bases of the negotiations." Further, Count Orloff agreed to the insertion of his declaration in the Protocol, adding that to prove his sincerity the Emperor requested a free passage through the Bosphorus and Dardanelles for the two ships of the line which alone were then at Nicolaieff, and which would have to proceed to the Baltic as soon as peace was concluded.

It must not be supposed that the only point at issue is as to the neutralization of the Black Sea. This is the leading question, but a number of other questions hinge upon it. For example, as the *Edinburgh Review* points out, the arrangements as to the Roumanian Provinces and the navigation of the Danube are more or less dependent on the neutralization of the Black Sea. Indeed, the Danube was opened by Austria on the express condition that no ships of war should be within reach of its mouth. That Austria is not disposed to waive that condition may be gathered from the letter from Pesth in Wednesday's *Times*. "If," it says, "the rule as to the neutrality of the Black Sea be altered, the Austrian Government will consider the provisions with respect to the Danube to have ceased altogether, and will demand other guarantees for the protection of the river than those devised in the treaty of 1856. The perpetuation of the European Commission would be one of those guarantees."

THE STRASBOURG LIBRARY.

From Appleton's Journal.

The Public or "Town" Library of Strasbourg, destroyed in the recent siege by the Germans, was located in what is known as the "Temple-Neuf," formerly a Dominican monastery; but of late used as a place of worship for the Lutherans. Its history dates back as far as early in the sixteenth century, when it seems to have originated in a bequest from John Geiler von Kayserberg, a famous preacher, who lived in Strasbourg thirty-three years, and died there March 10, 1510.

His library of books and manuscripts, which he bequeathed to the town, doubtless formed the nucleus of the public library. The art of printing was then but half a century old, and Kayserberg's collections contained more manuscripts than printed books.

It was not, however, until 1531 that the library became known as the "Town Library," but from this date it grew by constant acquisition, until, in our day, having added to itself a large collegiate library, and two or three valuable private collections, it contains one hundred and eighty thousand volumes of printed books, and fifteen hundred and eighty-nine MSS.

Both in early printed books and ancient manuscripts it was eminently rich. Oberlin, once chief librarian, computed the number of its books printed before 1520 at four thousand three hundred; and of these, not less than eleven hundred were without date.

Among the collections presented to the library should be mentioned that of John Daniel Schoepflin, a learned historian and antiquary, Professor of Eloquence and History in the University of Strasbourg, in 1720. Schoepflin wrote many local antiquarian works, and numerous small dissertations; one of which latter was an attempt to prove that Guttenberg first practised the art of printing at Strasbourg which Schoeffer afterwards perfected at Mayence.

The abundant book rarities of the Strasbourg Library were doubtless due to the fact of that city having certainly been the cradle of the art of printing, although Mayence may have been its nursery. But, besides rare books of great value, the library contained one of the finest collections of illuminated manuscripts. Of these, may be specially noted the "Hortus Deliciarum" of Herada, Abbess of Landsberg, one of the most perfect specimens of illumination as practised at the close of the eleventh century. The period of the production of this MS. is believed to have been about 1180. The subjects were miscellaneous, and most elaborately represented by illuminations and miniatures. Dibdin, the bibliomaniac, describes it as comprising "battles, sieges, men tumbling from ladders which reach to the sky—conflagrations, agriculture—devotion, penitence—revenge, murder—in short, there is hardly a passion animating the human breast but what is represented here, it is so perfect in all its parts, and so rich in its particular description, that it may probably vie with any similar production in Europe."

Here, too, were deposited those memorable documents in the lawsuit between Guttenberg and his partner which have thrown so much light on the origin of the history of printing. The depositions in this case were in MS. and contained in a small folio, dated 1439. Dibdin questions their authenticity, believing them to have been only attested copies; but he is hardly sustained by evidence.

Among the early printed books were copies from the press of Faust at Mayence, Eggesteyn of Strasbourg, and Mentelin of the same place. The latter, who was supposed to be the earliest printer of Strasbourg, was born there, of an obscure family, in 1410. He was originally a writer and illuminator of manuscripts, in the service of the Bishop of Strasbourg; but having got hold of the art of printing, he practised it about 1466–72, printing his first works without date, and passing them off as manuscripts, which were then selling at a very high price. He printed the first German Bible about 1466, and was followed by Eggesteyn, who printed a Latin Bible in the following year.

There were likewise in this library a copy of "Cicero," printed by Faust in 1465; a "Latin Ptolemy of 1462," with fine engraved copper-plates; the "Chronicle of Foresius," printed in Gothic type in 1474, of which Dibdin acknowledges that he never heard of another copy; a copy of "St. Jerome's Epistles," printed by Schoeffer in 1470; a Latin Bible printed by Jeusen in 1479; the first edition of "Catullus and Propertius of 1472;" an early edition of "Virgil," and many others of equal rarity and antiquity.

Besides these specimens of early printing, the Strasbourg Library contained a finely-selected collection of modern books; yet it was only used by the public to the extent of an average daily attendance of fifty readers, of whom many were doubtless tourists and strangers.

MEDICINAL PROPERTIES OF THE OPOSSUM.

From the Piedmont Virginian.

Comparatively few white persons are aware of the hygienic qualities of the flesh of this animal, although most of the negroes inherit from their ancestors a knowledge of its beneficial effects on their own race when suffering from depression of spirits, "miseries in the back," and low fevers. There is significance, therefore, in the remark of an old negro, commenting on the illness of another, when he says he "longs for 'possum."

It is not likely that all species of the *marsupalia* possess this quality, but it is certainly to be attributed to those that are frugiverous as our opossum (*Dydelphus Virginiana*) which feeds on persimmons, the small spotted-tail opossum of Australia (*D. halucatus*), and some of the African species. We have never met with any record of the healing properties of the opossum's flesh but in the *London Medical Journal*, which was about fifteen years ago. It was a matter of regret that we could not take the periodical from the library of the Smithsonian Institute. In substance, however, it was as follows:—

"When President Roberts, of Liberia, was on a visit to England, he suffered from illness that baffled the skill of his doctor. His life was so much in jeopardy that the Queen, hearing of his prolonged indisposition, with characteristic kindness sent her own physician to visit his Excellency, and consult with his medical adviser. In performing this duty he requested the attendance of Dr. Ward, an eminent surgeon on board an American frigate then lying at Cowes. Surgeon Ward being of Fauquier, Va., had in his boyhood frequently visited the adjoining (Loudoun) county, of which, it happened, President Roberts was a native. The interview was therefore interesting in other respects than in obtaining a diagnosis of the patient's malady.

"On leaving his Excellency's apartment Surgeon Ward suggested to the conferring physicians a complete change of diet, and, to their astonishment, strongly advocated the flesh of the opossum, discanting on its wonderful effects on negroes in Virginia, afflicted as Mr. Roberts was. It was determined to follow Surgeon Ward's advice, and, for reasons which we will not here enumerate, to keep the patient in ignorance of the intended change until this peculiar diet was procured. Mr. Crampton, the British Minister at Washington, was therefore written to, enclosing some suggestions of Surgeon Ward as to the part of his native State where opossums could be most easily obtained.

"This mode of treatment was so novel a thing that the Queen's physician mentioned it in her presence. Her Majesty took an interest in the matter, and requested it might be so arranged that his Excellency should partake of this strange dish for the first time in England, at a dinner given at the palace, at which she would be present.

"The opossums arrived in due season, and the dinner came off as her Majesty suggested, President Roberts occupying a seat opposite her own. The consulting physicians being invited, attended. The effect was remarked by the latter, even before the cover of the dish containing an opossum set before his Excellency, was removed. On sniffing the odor, his nostrils dilated. When he partook of the first mouthful he laid down his knife and fork, his face beaming with delight, and exclaimed, in the idiom of his early youth, "It is de possum, de emblem of old Virginny!" Recovering, however, his wonted dignity of bearing in a moment, he ate heartily of the strange dish. His convalescence dated from that hour."

Some years after reading the foregoing in the journal quoted, we visited the Library of the Capitol, and on opening *Galignani's Messenger* found that this remarkable cure had been communicated to the Emperor Louis Napoleon. By his directions, some fifty American opossums were introduced into the *Jardin des Plantes*, where they afforded much amusement to the gay Parisians, by the remarkable manner in which, by means of their prehensile tails, they would cling to the branches of the trees when shaken. The same journal said also that the Empress Eugenie and the Prince Imperial were highly entertained at the way in which the young opossums would emerge from, and disappear in, the marsupial pouch of the parent.

In conversation lately with Dr. Ward, he informed us of a singular circumstance in connection with President Roberts' cure in London. He says that Mr. Crampton, through the agency of Mr. Robert Willis, employed a colored boy known as Olinger, then belonging to Colonel Jack Fant, of Lower Fauquier, to catch the opossums, and it was afterwards ascertained that Olinger was a nephew of President Roberts.

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REAL ESTATE AT AUCTION.

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PUBLIC SALE—THOMAS & SONS, AUCtioneers.—Well-secured Ground Rent of $150 a Year. On Tuesday, Feqruary 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that well-secured redeemable yearly ground rent of $150 a year, clear of taxes, issuing out of all that lot of ground, with the three-story brick store and dwelling thereon erected, situate at the S. W. corner of Cedar and Dickinson streets, Nineteenth ward; containing in front on Cedar street 14 feet, and extending along Dickinson street 60 feet.
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PATENTS.

UNITED STATES PATENT OFFICE.
WASHINGTON, D. C., Jan. 21, 1871.
On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws:
It is ordered that the testimony in the case be closed on the 21st day of March next, that the time for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 5th day of April next.
Any person may oppose this extension.
SAMUEL A. DUNCAN,
2 10 20t Acting Commissioner of Patents.

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Receipts of Premiums, '70.....$2,096,154
Interests from Investments, 1870.. 137,050
—$2,233,204
Losses paid in 1870.....$1,136,941

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,932
Pennsylvania State Loans	160,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,301
Real estate, Office of the Company	30,000
	$3,050,536

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1829. CHARTER PERPETUAL. 1871.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '71, $3,087,452'35

CAPITAL.....$400,000·00
ACCRUED SURPLUS AND PREMIUMS. 2,687,452·35
INCOME FOR 1871, $1,200,000. LOSSES PAID IN 1870, $372,831·70.
Losses Paid Since 1829 Nearly
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From Loss by fire (in the City of Philadelphia only)
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ASSETS OF THE COMPANY, November 1, 1870.

$300,000	United States Six Per Cent Loan (lawful money)	$333,375 00
200,000	State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·5
164,000	State of New Jersey Six Per Cent. Loan	168,920·0
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700·0
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·0
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·0
20,000	State of Tennessee Five Per Ct. Loan	18,000·0
7,000	State of Tennessee Six Per Ct. Loan	4,200·0
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000·0
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300·0
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·0
261,650	Loans on Bond and Mortgage, first liens on City Properties	261,650·0
$1,260,150	Par. C'st, $1,264,447·34. M'k't v'l	$1,293,557·0
	Real Estate	56,000·0
	Bills Receivable for Insurances made	230,971·2
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375·0
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·0
	Cash	149,911·7
		$1,830,727·9

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Cabin, $75 and $65; Steerage, $28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (Steerage) for $32. Tickets to and from Londonderry and Glasgow by this favorite route at the same low currency rates.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $2 in steerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,
1 16 *No. 204 WALNUT St., just above Second.*

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans, via Havana, on ——, February —, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on ——, February —.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail for Savannah on Saturday, February 18, at 8 A. M.

The TONAWANDA will sail from Savannah on Saturday, February 18.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Friday, February 24, at 6 A. M. Returning, will leave Wilmington Saturday, March 4.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1§ No. 180 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES.

Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1 1H

FOR SAVANNAH, GEORGIA AND THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK,

TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIPS

SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.

WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Faircloth, from Pier No. 13 North River.

R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. [1 6†

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS,	GEORGE YONGE,
Agent A. & G. R. R.,	Agent C. R. R.,
No. 229 Broadway.	No. 409 Broadway.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.	ARCTIC.
ATLANTIC, Captain Thompson.	BALTIC.
PACIFIC, Captain Perry.	ADRIATIC.

These new vessels have been designed specially for the transatlantic trade, and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

1 5† J. H. SPARKS, Agent.

FOR NEW YORK VIA DELAWARE AND RARITAN CANAL,

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,

with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1§

FOR ST. THOMAS AND BRAZIL, UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,
No. 115 TENTH Street, below Chesnut.

J. T. EASTON. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and Intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A.M. & 1·10 and 7·10	P. M.
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·50 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No. 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leave daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 6 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·49 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·18 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·00 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 & 6·40	P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·50 A. M.
Lancaster Train	12·20 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	5·45 P. M.
Pacific Express	8·25 P. M.
Southern Express	5·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·30 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 3·30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45, and 12 P. M. for Trenton.

At 9·45 A. M. 1·20, 6·45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9·45 A. M., 6·45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 9·30 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 9·30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·35 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9·30 A. M., 12·30, 2·30, 5·15, 6, and 7·20 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7·20 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE), VIA NEW JERSEY SOUTHERN RAILROAD

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6·45 A. M., 2·30 and 6·30 P. M. for Lamberton and Medford.

At 6·45 and 11 A. M., 3·30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6·45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M., 11·56 A. M., 3·55 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10 3 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	9·40 P. M.
" " Williamsport	7·25 A. M.
" arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	12·20 A. M.
" " Williamsport	8·50 P. M.
" arrives at Erie	7·40 A. M.
ELMIRA MAIL leaves Philadelphia	9·30 A. M.
" " Williamsport	6·35 P. M.
" arrives at Lock Haven	7·50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	9·00 A. M.
" " Williamsport	10·05 P. M.
" arrives at Philadelphia	6·50 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·25 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Lock Haven	8·15 A. M.
" " Williamsport	9·25 A. M.
" arrives at Philadelphia	5·30 P. M.
BUFFALO EXP. leaves Williamsport	12·35 A. M.
" " Sunbury	2·30 A. M.
" arrives at Philadelphia	9·40 A. M.

Express, Mail, and Accommodation, east and West, connect at Corry, and all west-bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g & Allent'n Way	7·30	Pottstown Accom.	9·15
Harrisb'g & Potts'e Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way Train	12·30		P. M.
	P. M.	Harrisb'g & Potts'e Ex	1·00
Harrisb'g & Potts'e Ex	3·30	Phila. & Pottsv'e W. Train	4·30
Pottstown Accomm.	4·00	Harrisb'g & Potts'e Ex	7·00
Read'g & Pottsv'e Ac.	4·45	Harrisbg, Pottsville, and Allentown Ac.	9·10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading	8·00	From Pottsville	12 35
	P. M.		P. M.
To Pottsville	3·15	From Reading	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.

For Schwenksville and points on Perkiomen Railroad, take 7·30 a. m. 12·30 noon, and 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9·00 a. m. and 5·00 p. m., passing Reading at 1·55 and 10·05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3·10, 8·10, and 11·45 a. m., and 2·50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9·05, 10, 11, 12 A. M.; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·45, 6, 6·30, 7, 8, 9, 10·05, 11, 12 p. m. Leave Germantown, 6, 6·55, 7·30, 8, 8·20, 9, 9½, 10, 11, 12 a. m.; 1, 2, 3, 3·50, 4, 4·45, 5, 5·30, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·20 down trains, 2·30, 3·45, and 5·45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9·15 a. m.; 2, 4·05, 7, 10·45 p. m. Leave Germantown, 8·15 a. m.; 1, 3, 6, 9·45 p. m.

Passengers taking the 6·55, 9 a. m., and 6·30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 3·40, 5·40, 6·40, 8·40, 10·40 p. m. On Sundays, leave 9·15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7·50 a. m.; 12·40, 5·40, 9·25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Norristown at 5·30, 6·25, 7, 7·45, 8·50, 11 a. m.; 1·30, 3, 4·30, 6·15, 8, 9·30 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Norristown at 7 a. m.; 1, 5·30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Manayunk at 6, 6·55, 7·30, 8·10, 9·20, 11·30 a. m.; 2, 3·30, 5, 6·45, 8·30, 10 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9 30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6·20 a. m. and 2·30 p. m.

The 7·45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7·12, 9·05 a. m., and 6·30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8·30 a. m., 12·30 and 5 p. m. trains from New York stop at Intersection Station. 11

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with Night Express for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore General Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·25 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 5·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.
For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2·30 P. M.
For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4·30 P. M. and 7 P. M. Saturdays only, at 2·30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M. 11·56 A. M., 3·55 P. M., and 6·49 P. M. Sundays at 6·49 P. M. only.

HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY,

ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·20 P. M. Stops at all stations.

For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.

From West Chester at 7·25 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8·40 A. M. Stops at all stations.

ON SUNDAY—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15 and 3·20 and 8 15 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 6·35 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 P. M.

Abington at 2·35, 6·35, and 9 35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2·00 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 108 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

WEST JERSEY RAILROADS,

FALL AND WINTER ARRANGEMENT, COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

8·15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11 45 A. M., Woodbury Accommodation.

3·15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

LEGAL NOTICES.

DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

IN BANKRUPTCY.

In the matter of CHARLES FELDSTEIN, Bankrupt.

EASTERN DISTRICT OF PENNSYLVANIA, SS.:

A warrant in bankruptcy has been issued by said Court against the estate of CHARLES FELDSTEIN, Philadelphia, of the county of Philadelphia and State of Pennsylvania, in said district, who has been duly adjudged bankrupt, upon petition of his creditors, and the payment of any debts and the delivery of any property belonging to said bankrupt to him or to his use, and the transfer of any property by him, are forbidden by law. A meeting of the creditors of said bankrupt to prove their debts and choose one or more assignees of his estate, will be held at a Court of Bankruptcy to be holden at No. 32 South THIRD Street, Philadelphia, in said district, on the SEVENTH day of March A. D. 1871, at 4 o'clock P. M., at the office of JAMES PARSONS, Esq., one of the Registers in Bankruptcy in said district.

E. M. GREGORY,
2 14 tuths 13 7 U. S. Marshal for said District.

DEPARTMENT OF HIGHWAYS. —OFFICE OF CHIEF COMMISSIONER, No. 104 SOUTH FIFTH STREET.

PHILADELPHIA, Feb. 6, 1871.

NOTICE.

In accordance with the provisions of an Ordinance of Councils, approved April 24, 1868, notice is hereby given that the final estimate for the construction of the sewer on North College avenue will be paid MARCH 6, 1871. All persons having claims for labor done or materials furnished for said sewer are requested to present the same for payment on or before 12 o'clock M. of MARCH 6, 1871.

MAHLON H. DICKINSON,
2 8 wmfM5 Chief Com'r of Highways.

IN THE DISTRICT COURT FOR THE

CITY INTELLIGENCE.

VALENTINE'S DAY.

The Observance of the Day—The Trade in Valentines.

The recurrence to-day of the yearly festival of St. Valentine brings with it the annual deluge of printed pictorial matter now displayed in store windows in every variety. The printed valentine as we now have it is about one hundred and forty years old. This, however, is only the real valentine of the sentimental kind. The comic variety is of much later date, and besides is pre-eminently a Yankee invention.

Previous to the time of the printed valentine the day was observed by the giving of handsome valentines in the shape of substantial presents which lover gave to mistress or man to wife.

Though the prevalence of the custom of sending loving or other missives is not so general now as formerly, yet the trade in the article is considerable, and it is said by valentine dealers of the present time that nearly as many valentines are sent, taking the whole country into account, as ever. The wholesale trade of the whole country is said to reach half a million dollars a year. The business is mostly in the hands of seven or eight firms, two of which are in Worcester, Mass., and one in Philadelphia. These manufactories receive orders from all parts of the Union, the Western States buying more than the East. A dealer in valentines says that twenty millions of the "comic" variety are sold in the United States every year, and a New York retail dealer sold fifty gross in less than a week last February. The business is carried on by stationers and publishers, who are glad to avail themselves of this folly to fill up the dull season after the holidays. The laced and embossed paper, the wreaths of flowers, cupids and hearts and quivers are imported from England and Germany and worked up here by girls, sometimes thirty or forty being employed by one firm. The stock caricatures of the comic variety are reproduced from the same blocks year after year, while every fashionable vagary that affords material for a "hit" is seized upon for variety. These daubs are made at so trifling a cost that the manufacturers and retailers make their profits when they are sold for a penny. As insignificant as valentines seem, they furnish employment to hundreds of people for a portion of the year, and are in their way a basis of commerce.

This year the new comic subjects appear to deal mostly with Fenians, politicians, and women's rights. Of course the caricatures of the various professions are hardly complimentary, though they are not wanting in a certain force and vigor. We are pleased to say, from careful observation, that anything improper is carefully avoided. First-class houses in this special line print their names on their productions, so that in case Pat, who cannot read, purchases from a vender equally illiterate, who knows the house he buys his stock from, he can feel assured that in his bit of fun there is nothing that can shock the most fastidious of Biddies. We look over at random a gross of pictures, and find fast young men and do. do. ladies. Heart breakers (male and female), quacks, milliners, aristocrats, furriners, penny-a-liners, bartenders, contractors, thin legs, charmers, blowers, mischief-makers, termagants, dentists, junkmen, and Mr. Poke-your-nose-in-other-peoples'-business, etc. etc. If we are struck with the designs, we can't say as much for the color, which is put on rather crudely. Of course they all have their four or six lines of doggerel.

The increase of duty for the Post Office officials on the 14th of February is considerable, even in this city. In New York last year 25,000 mail letters and 170,000 city letters in excess of the regular quantity were distributed during Valentine week, but this year it is thought that something like 500,000 can safely be counted on. The recipients are mostly the servants of the various households, Bridget coming in for by far the largest share, though houses having pretty chambermaidst herein are besieged by the postman.

THE MINT.

Meeting of the Assay Commissioners.

Yesterday morning the Assay Commissioners assembled at the United States Mint, Chesnut street, above Thirteenth, and brganized by the selection of Judge Cadwalader as chairman and Henry C. Hickok, the Director's Chief Clerk, as secretary. From the Secretary of the Treasury the usual communications were received. The package of reserved coins from the Mint and the branches at San Francisco, Cal., and Carson City, Nevada, was opened and found to correspond with the records. The respective committees on "weighing" and "assay" were then appointed, and the commission adjourned until this afternoon, when the reports of those committees will be received and recorded in the minutes, and then after a frugal Government repast, the commission will adjourn *sine die*.

Before the adjournment yesterday Director Pollock introduced some distinguished visitors from the Treasury Department of Japan, sent over here by their Government to examine the financial system of the United States, viz: Jushe (or Prince) Hirobumie Ito, Assistant Minister of Finance, and Takoi (or Professor) Foukoutsi, Secretary of the Japanese Commission. They are both young looking men, not over thirty years of age, and about five feet six inches in height; dressed in fashionable American style, speaking English remarkably well, and, intellectually, very bright and intelligent.

The Director also introduced Professor Francis Bowyer Miller, of the Mint at Sidney, Australia. The Assistant Japanese Minister of Finance, Prince Ito, is stopping at the Continental.

THE FERRY FIGHT IN CAMDEN.—The Courthouse at Camden was crowded in every part by the citizens in mass meeting assembled to protest against the aggressions of the ferry monopolists against the rights of the people. The utmost enthusiasm prevailed. After speeches made by John S. Reed (a large property holder) and several other prominent citizens, the meeting proceeded to nominate candidates for Council in each of the eight wards of the new city, with the following result:—First ward, Colonel Wm. B. Wood; Second, George Carpenter; Third, William Nash; Fourth, David Burwell; Fifth, Mark B. Wills; Sixth, John R. Cunningham; Seventh, John Wilson; Eighth, Colonel H. A. Hollinshead. After the Council ticket was made Colonel James M. Scovel was nominated for Mayor from half a dozen places in the audience, and unanimously chosen amidst great enthusiasm. Colonel Scovel, in response, said he would fight out the people's fight to the end, but neither accepted nor declined the nomination.

A FIGHTING CHARACTER.—About a quarter past 1 o'clock this morning William Conallan was arrested by Policeman James Maughan, of the Sixth district, for disorderly conduct on the public highway. On the way to the lock-up William assaulted the officer, but the latter held on to his prisoner until he got him to the station-house. Defendant had a hearing before Alderman Jones and was held in $800 bail to answer.

THE WOMAN SUFFRAGE ASSOCIATION.—A meeting of the Pennsylvania Woman Suffrage Association will be held in Mercantile Library Hall, Tenth street, above Chesnut, this evening, commencing at 8 o'clock. An address will be delivered by J. F. Byrnes, Esq., on "The Political Rights of the Women of the United States under the Constitution and Laws now in Force."

BOUND OVER.—Charles Seymour was arrested yesterday by one of the Third district police upon the charge of the larceny of rope and tackle, valued at seven dollars, from Hugh Montgomery's store, No. 735 Market street. The prisoner had a hearing before Alderman Kerr and was held in $400 bail to answer.

ATTEMPTED ROBBERY.—Last night thieves attempted to break into the pawn office of Matthias Kaas, at Poplar and Sartain streets. While operating on the front door a policeman came along and frighted the parties off. They left behind them a large-sized knife.

LODGERS IN THE THIRD DISTRICT.—The number of lodgers in the Third District Station House last night was increased to 151.

SCHUYLKILL NAVIGATION CO.

The Financial Condition of the Concern—Its Lease to the Reading Railroad Co.—The End of a Rivalry in Coal Shares—A Big Balance Unavailable for Dividends.

This morning the annual meeting of the Schuylkill Navigation Company was held a No. 417 Walnut street. Mr. Frederick Fraley called the meeting to order and nominated Mr. A. J. Derbyshire as chairman, which was agreed to. Mr. William M. Tilghman was appointed secretary. The minutes of the last annual meeting were read and approved.

Mr. Fraley, the President of the company, read the annual report of the Board of Managers, from which we make this abstract:—

By the leasing of the works and the sale of certain real and personal estate to the Philadelphia and Reading Railroad Company, under the resolutions adopted on the 23d of June last, the duty of providing for transportation and the collection of tolls ceased as of the 1st of June, 1870. By a temporary arrangement, the care of the works was continued by us from the 1st of June until the 12th of July, per account of the railroad company, and on the last-named day the formal lease and other papers of conveyance were duly executed and delivered by both companies.

We have therefore to report, first, the income receipts of the company from the opening of navigation until June 1, 1870; and, secondly, the result of the whole year by combining with them the income derived afterwards from all sources, and the application of the total income:

Tonnage to June 1, 1870—	
Anthracite coal	32,349
Miscellaneous	69,136
Total tons	101,485

This shows a great difference compared with the business of 1869, but its falling off is fully accounted for by the continuance and very heavy, extraordinary features of the strike among the miners in the spring and summer of 1870. The report of the Reading Railroad Company shows that from June, 1870, to the close of the season, the anthracite coal tonnage of the canal was 494,852 tons, making, with the quantity previously carried, a total of 527,201 tons, being a difference of 171,677 tons less than in 1869. The income of the company to June 1, 1870, is stated as follows:—

Tolls on coal and other articles	$47,821·13
Rents of real estate and water powers	6,440·90
Rents of office, buildings, etc	1,379·12
Total	$55,641·15

The charges to June 1, 1870, are thus stated:—

Current expenses for wages, etc	$138,724·97
Car and landing expenses	19,302·94
Drawbacks on coal trade	17,461·96
Total	$227,341 89

The interest on the boat and car loans of 1863 and 1864, and the taxes thereon, amounted to $48,577·75, towards the payment of which we received from boat instalments $8503 01, leaving a deficiency of $43,074·74. During the same time we had to advance for the expense of the transportation line the sum of $20,158·09. These differences against the income account of the company caused a very large increase of the floating debt, and, as there seemed to be a speedy termination of the stock, excited serious apprehension of financial trouble on July 1, when a very large amount of interest fell due on the funded debt. Up to June we were cheerfully and cordially aided by the Philadelphia and Reading Railroad Company by the loan of securities on which we could borrow for our payments in anticipation of income, but their kindness of course had a limit, and it was therefore with very great satisfaction we had the pleasure of announcing to you in general meeting that a prospect long entertained by our President, and cordially united in by other wise advisers, was accomplished by the lease and agreement with the Reading Railroad Company. Of the probable advantages of that arrangement to the railroad company it is not proper for us to speak; but as it terminated a rivalry of long standing, and a contest for full shares of the anthracite coal trade of Schuylkill county, which often was injurious to both, and as it places your property in the way of yielding a steady and uniform income, we think we can very properly congratulate you on its consummation. Under this arrangement we have had added to the income of the company since June 1, 1870, the following amounts:—

Rent from the Philadelphia and Reading Railroad Company	$655,000·00
Rents of real estate and water-powers	22,995·39
Tolls	125·19
Rents of office building	750·00
Interest on money	3,889·85
Total	$682,660·43

The charges for the same period were:—

Current expenses	$8,133·83
Car and landing expenses	5,775·57
Towing boats	835·92
Drawbacks on coal trade	8,489·15
Interest	369,018·37
Total	$419,253·84

The account for the year comprising the above statement thus stands:—

Income	$845,726·88
Charges	734,098·42
Leaving a balance of	$111,626·46

to the credit of profit and loss. *This balance is not available in any shape for dividends, as it is made up of items of property of doubtful value and of claims which have heretofore been kept on the books awaiting final settlement and liquidation.*

In order to start on real ground from January 1, 1871, all such old accounts have been closed, and hereafter the income will be the rent payable by the Philadelphia and Reading Railroad Company and the charges upon it, the interest on the loans and bonds, mortgages, and dividends to the stockholders.

The total amount of fixed liabilities on the 28th of December, 1870, was....$12,458,735·69

Floating liabilities..... 1,081,968·63

To meet these floating liabilities the company had on that day $296,471·06, leaving a balance to be provided for of $791,496·97. To provide for the funding of this debt, there were held $888,000 of the coupon 6 per cent. bonds of 1895, the payment of which is guaranteed, principal and interest, by the Reading Railroad Company, and secured by a mortgage of the works of the Schuylkill Navigation Company.

The fixed charges of the company are $483,613·32. This amount deducted from the rent of $655,000 per annum would leave $171,386·68 for the payment of the interest on the floating debt, current expenses, and dividends. As by the resolutions adopted for the carrying into effect the lease and agreement, it is provided that the common stock of the company shall always be entitled to one-half as much dividend as the preferred stock, it seems desirable that a consolidation of the two stocks should be now effected.

This could be done by giving two shares of common stock in exchange for one share of preferred stock, or one of preferred for two of common, and this meets, of all others, our preference, and we submit a resolution authorizing it to be carried into effect. The report was adopted.

The resolution referred to in the report was then adopted. The following are the officers elected:—

President—Frederick Fraley.

Managers—Joseph B. Townsend, John N. Hutchinson, George Brooke, Charles W. Wharton, Thomas T. Lea; Charles Baber, of Pottsville.

Treasurer—Charles W. Bacon.

Secretary—William M. Tilghman.

MEETING OF THE WEST JERSEY RAILROAD COMPANY.—The annual meeting of the stockholders of the West Jersey Railroad Company was held at noon to-day in the office of the company at Camden. The annual report was read, which contained various matters of interest to the public, but owing to some particular reason as yet unknown it could not be obtained for publication. The election for directors for the ensuing year was also held at the same time and place.

THEFT OF GOLD EAR-RINGS.—Anna Maria Raesin was arrested yesterday for the theft of a pair of gold ear-rings, valued at $10, from Adelaide V. Nelson, residing in the southeastern section of the city. She sold the articles to Anna Eliza Omer for 10 cents. The parties are all colored. Maria was committed in default of $500 bail by Alderman Carpenter.

FIRE IN BUCKS COUNTY.

Barn Burned, with a Number of Horses and Cows and Quantities of Farm Stock and Material.

On Tuesday night, February 7, the barn of John Lyons at Bensalem, Bucks county, was destroyed by fire. Eight horses and six cows perished, and fifty tons of hay, twenty tons of corn fodder, a threshing machine, two cornshellers, two hay-cutters, fans, seed-drills, several wagons, and other valuable stock and material were destroyed. The fire is supposed to have been the work of an incendiary. Loss $2250; insured for $750 in the Mutual Insurance Company of Philadelphia.

THE HISTORICAL SOCIETY OF PENNSYLVANIA.—The annual meeting of the Historical Society was held last evening at the hall, Sixth and Adelphi streets. An election was held for officers to serve for the ensuing year. The old board of officers were unanimously re-elected.

The librarian reported the monthly additions of books, etc., as follows:—Books, 72; pamphlets, 129; manuscripts, 1; works of art, 6.

Among the latter is an oil painting relating to the aborigines of this country, received from John Loder, Esq., of Woodbridge, Suffolk, England. Also a likeness of the late Winthrop Sargent, A. M., who was a very active and useful member of the society. The manuscript is a memoir of the late George W. Fahnestock, written by J. Fletcher Williams, Esq., of St. Paul, Minnesota. It was ordered to be read at the next meeting.

The librarian announced the death of Stephen Colwell, late an active member of this society. Adjourned.

THE BEDFORD STREET MISSION.—We invite the attention of our readers to the following communication from Rev. John D. Long, the Bedford street missionary:—

The Bedfod street mission building was packed to its utmost capacity last evening. The occasion has made a joyful impression upon all classes that were present. Professor Becket, assisted by Messrs. Huggards, Rickards, Barrett, Wright, and several lady amateurs, gave a concert of vocal and instrumental music on the occasion, free to all. The Missionary tenders his thanks to the ladies and gentlemen for their services, knowing the good effect of music on his parishioners.

Now the cry is for more bread. Wm C. Houston, Esq., gave five hundred loaves last week. I can give five hundred more per week for the next ten days to worthy applicants. JOHN D. LONG,

No. 619 Bedford street.

THEIR OFFICERS.—At noon to-day the Fidelity Insurance Trust and Safety Deposit Company elected the following directors:—N. B. Browne, Clarence H. Clark, John Welsh, Charles Macalester, Edward W. Clark, Alexander Henry, Stephen A. Caldwell, George F. Tyler, Henry C. Gibson, J. Gillingham Fell, and Henry Pratt McKean.

LEGAL INTELLIGENCE.

Prison Cases.

Court of Quarter Sessions—Judge Ludlow.

Henry Miller, alias Shoey Miller, who was yesterday tried for breaking into a tavern at Thirteenth street and Girard avenue and stealing a large quantity of tobacco and cigars, was this morning found guilty. Shoey is now verging on to forty, is short and stout, has a full round face, a clear dark eye, a bald head, and altogether a very knowing appearance. At a glance one can see that, with the proper training, he would have made a smart man, most probably an honestly rich man, and certainly a useful citizen. But Shoey went on the wrong path, and has been treading it a long time, at least thirteen years, for so long ago as that Judge Ludlow sentenced him for burglary; and now this is his fourth conviction, and he is better known to professional detectives than is Curley Harris. Yet there is a faint mark of goodness in the fellow's face, and for several years past it was said Shoey Miller had reformed. Temptations were too strong for his moral resolutions; he fell again, and of late has been going it rather strong. He was arrested in the night time at Kate Allen's den, a notoriously wicked place, and his burglar's tools and portions of the plunder were found with him. He was sentenced to two years and eight months solitary and hard labor in the Penitentiary. He must have felt very miserable, for he had not a word to say to the court; nobody pitied him, yet there was that about the convicted felon that made all present feel at least a slight interest in him.

Lewis Runyan was convicted of a cruel and cowardly assault and battery upon his wife and daughter, his only motive being unadulterated, pure cussedness. He was sent to jail for fifteen months.

John Callow, a boy, pleaded guilty to a charge of taking a horse out of a cart in the street and eloping with him, and was sentenced to the County Prison for eighteen months.

John Kennedy, another promising youth, was found guilty of stealing a quantity of copper pipe, and was sent below for nine months.

John Monan was tried upon a charge of stealing. John is a poor mechanic, but an honest, excellent fellow, liked by everybody who knows him; but he is weak on drinks, and that failing got him into this scrape. He had been to a ball all night, and was gloriously drunk when he started home at 9 o'clock in the morning, and in the course of his tortuous walk he happened to be near a thief named Charles Carroll, who was running as hard as he could and dropped some bundles he had just stolen. John, not appreciating the real state of affairs, for he couldn't then see anything in its true light, picked up the bundles, was caught with them in his possession, and was at once sent to the lockup. These facts were made to appear clearly, and the jury rendered a verdict of not guilty; and the Judge, cautioning John against a repetition of this folly, sent him home.

The Robbins Divorce Case.

Court of Common Pleas—Judge Peirce.

The trial of Robbins vs. Robbins was resumed today. The evidence having been concluded, counsel are now speaking.

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Feb. 14.—The House joint resolution appropriating $5000 to George F. Robinson, in recognition of his services in saving the life of Secretary Seward in April, 1865, was taken up on motion of Mr. Hamlin, who said that such services would have been recognized by any other Government long ere this, and if this thing was done at all it should be done gracefully. Passed.

Mr. Sherman, from the Finance Committee, reported adversely the House bill for the adjustment of the accounts of certain collectors of internal revenue. Also, with amendments, the bill for the redemption and sale of lands held by the United States under several acts levying direct taxes. The latter bill, as amended, was ordered to be printed.

Also, adversely, the House joint resolution to remit the duties upon certain imported articles donated for the benefit of destitute citizens of France.

Mr. Sherman explained in regard to this bill that the Finance Committee sympathized entirely with its object, but thought it impracticable, as it would be impossible for the Secretary of the Treasury to pass upon all the articles of imported merchandise covered by the bill.

Mr. Sumner—Does the Senator see any way in which the object can be accomplished?

Mr. Sherman—Only by direct appropriation from the Treasury.

Mr. Cole, from the Committee on Appropriations, reported, with amendments, the Post Office Appropriation bill. Ordered to be printed.

Mr. Sumner, from the Committee on Foreign Relations, reported adversely upon the House bills directing the Secretary of State to cause to be brought home and interred the remains of Generals Ashman and Steadman and Elisha N. Saulnier, late United States Consul at Vera Cruz.

Mr. Sumner explained that the conclusion of the committee was reached very reluctantly, and only because they believed the passage of the bills would be practically the adoption of a rule by which the Government would be bound to bring home the remains of all public servants dying abroad.

On his motion, the bills were indefinitely postponed.

The Senate, on motion of Mr. Rice, took up as the business of the morning hour the House bill authorizing the terms of the United States District Courts be held at Helena, Ark.

Mr. Trumbull objected to the bill as one of a series creating new judicial districts, unnecessarily attended with large expense, and unwarranted by the business of the courts throughout the country.

Mr. Davis concurred with Mr. Trumbull, and deprecated as one of the growing evils of the day which should be repressed the disposition to carry into the Federal courts business legitimately pertaining to State courts. He opposed further increase of United States courts.

The bill was superseded at 1·20 o'clock by the unfinished business. Mr. Kellogg's Subsidy bill authorizing mail steamship service in the Gulf of Mexico between the port of New Orleans, Louisiana, and certain ports of the Republic of Mexico.

The bill was considered in Committee of the Whole.

House.

Mr. Brooks, of Massachusetts, called up the contested election case of Sheafe against Tillman, from the Fourth Congressional district of Tennessee, the resolutions being that Sheafe, the contestant, is not entitled to the seat, and that Tillman, the sitting member is, and that Sheafe should be paid $4500 for the expenses of the contest. The resolutions were agreed to without discussion, somewhat to the surprise of Mr. Brooks, who had arranged to have an hour's debate, but much to the amusement and satisfaction of the rest of the House.

Mr. Brooks, however, moved to reconsider the vote, and that motion being a debatable one, he proceeded to deliver his speech in favor of the report.

The discussion was continueed for a couple of hours, when the resolutions were again agreed to.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Tuesday, Feb. 14, 1871.

There is an abundant supply of funds in the market, and money, notwithstanding the rough weather, flows very freely, especially in speculative circles. There is quite a good demand for stock loans, and rates are quite steady, but the supply is so ample that no difficulty is experienced in securing all that is required at 5 to 6 per cent. The latter figure is exceptional. The general backwardness of trade checks the demand on regular business account, and tends to ease the market in this direction. We quote first-class names at 6 per cent. at the banks and from 6 to 7½ per cent. on the street.

Gold is quiet and steady, with sales ranging from 111⅝@111½.

In Government bonds we notice no material change in prices, and only a moderate activity.

Stocks were dull and decidedly weak; sales of City 6s at 102¼ for the issues prior to '62; new issues sold at 101⅝.

Small sales of Reading Railroad at 49⅝; Pennsylvania at 60@59⅜; Camden and Amboy changed hands at 116⅜; Minehill at 52; Oil Creek and Allegheny at 47⅜, and Philadelphia and Erie at 27⅜.

In Canal stocks the sales were confined to a few lots of Lehigh at 35½@35¼, the latter b. o.; 17 was offered for Schuylkill preferred.

The balance of the list was neglected, a few shares of Bank of Republic at 95 being the only sale recorded.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$1000 City 6s, New	101¾	5 sh Cam & A	116⅝
$5200 do	101¾	42 do	116¾
$2500 do. prior to '62	102¾	300 sh Phil & E R	b90 27⅝
$3000 C & A 6s 89	91	200 do	b60 27¾
$2000 Sch N 6s '76	b5 75	43 sh Wilm & R	51¾
$5000 Am Gold	111⅜	200 sh Leh N	b60 35⅜
10 sh Bank of Rep	95	400 sh Feeder Dam	¾
504 sh Penna R	60	20 sh O C & A R	47¾
600 do	59⅜	2 sh 7th Nat Bk	125
81 do	60	8 sh Leh Val	60¾
61 sh Minehill R	52	41 sh Manu Bank	29½
500 sh Reading R	49⅛		
70 do	49⅞		

SECOND BOARD.

$3000 City 6s, New	101¾	100 sh Read R	s10 49·56
$1000 Sc N 6s '82	75¾	80 do	49¾
16 sh Minehill R	51¾	200 do	s5 49⅝
100 sh Cat Pf	b30 39⅞	1 sh N Penna R	45
100 sh C & A R	116¾	300 sh Leh Na	s60 35¼
200 do	b30 117	100 sh Penna R	s5 59¾
10 do	116⅞	300 do	s5 59½
11 sh Leh V R	60¾	45 sh Lit Sch R	s5 44

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114@114¼; do. 1862, 112@112¼; do. 1864, 111¼@111¾; do. 1865, 111¾@111¾; do. 1865, new, 110@110¾; do. 1867, do. 110@110¾; do. 1868, do. 110¾@110¾; 10-40s, 110¾@111. U. S. 30 Year 6 per cent. Currency, 112¾@112¾; Gold, 111@111¼; Silver, 107@109; Union Pacific Railroad 1st Mort. Bonds, 810@920; Central Pacific Railroad, 940@950; Union Pacific Land Grant Bonds, 710@725.

Philadelphia Trade Report.

TUESDAY, Feb. 14.—Bark—In the absence of sales we quote No. 1 Quercitron at $30 per ton.

Seeds—Cloverseed is quiet at 11@11¼c. ₩ pound. Timothy may be quoted at $6·25 and Flaxseed at $2·10.

The Flour market is firm, but the volume of business is light. The demand is mostly from the home consumers, whose purchases foot up 700 barrels, including superfine at $5·50; extras at $6@6·25; Wisconsin and Minnesota extra family at $7@7·50; Pennsylvania do. do. at $6·25@6·75; Indiana and Ohio do. do. at $7@7·75; and fancy brands at $8@9·50, as in quality. Rye Flour sells at $6. In Corn Meal nothing doing.

The Wheat market is devoid of spirit, and prices are weak. Sales of 1000 bushels Indiana and Western red at $1·55@1·59. Rye may be quoted at $1 for Western. Corn is dull at yesterday's quotations. Sales of yellow at 78@80c. and Western mixed at 76@78c. Oats are steady at the advance noted yesterday. Sales of Pennsylvania and Western at 60@62c.

In Barley and Malt no sales were reported.

Whisky is quiet at 93c. for Western iron-bound.

New York Produce Market.

NEW YORK, Feb. 14.—Cotton quiet and weak; sales of 1509 bales uplands, 15¾c.; Orleans, 15¾c. Flour quiet and without decided change; sales of 9500 barrels. Wheat quiet and steady; new spring, $1·54@1·56; winter red and amber Western, at $1·58@1·60. Corn steady; sales 28,000 bushels new mixed Western at 85c. Oats firmer; sales 29,000 bushels Ohio at 66@76c. Beef quiet. Pork unchanged. Lard steady. Whisky quiet at 93¾c.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA .....FEBRUARY 14

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....30 | 11 A. M.....31 | 2 P. M.....35

SUN RISES..... 6·54 | MOON SETS..... 2·45

SUN SETS..... 5·35 | HIGH WATER..... 9· 2

(By Cable.)

LIVERPOOL, Feb. 13.—Arrived, bark Woodside, from New Orleans Jan. 4, with 1768 bales of cotton.

(By Telegraph.)

NEW YORK, Feb. 14. — Arrived, steamship Donati, from Rio Janeiro.

AT NEW CASTLE.

Schr David Ames, Ames, from New Orleans, with sugar and molasses to H. Sloan & Sons.

MEMORANDA.

Steamer Hercules, Doughty, from New Orleans fo Portland, put in at New York yesterday, short of coal.

COAL.

$7·50 FOR SCHUYLKILL STOVE COAL, per long ton, delivered.

$7·25 FOR SCHUYLKILL FURNACE COAL, per long ton, delivered.

$6·25 FOR SCHUYLKILL NUT COAL, per long ton, delivered.

EASTWICK & BRO., OFFICE NO. 228 DOCK Street. Coal Yard, No. 2200 WASHINGTON Avenue. 2 9

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 13

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THE CHEAPEST BOOK STORE IN AMERICA.—A set of School Books for 25 cents.

SPELLING-BOOK,
ARITHMETIC,
DICTIONARY,
GEOGRAPHY,
GRAMMAR,
READING-BOOK,
AND COPY-BOOK.

Whole set for twenty-five cents, at the Cheap Book Store,

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IN OUR LARGE, NEW SECOND-STORY ROOM, just fitted up, we have arranged several thousand each Theological, Law, Mechanics, Medical, American History, Travels, rare old Books, etc. Come, spend an hour.

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High School Books,	High School Books,
High School Books,	High School Books,
High School Books,	High School Books,
High School Books,	High School Books.

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BLANK BOOKS — DIARIES — BLANK BOOKS.
Cheap Diaries,
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Cheap Diaries.
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Cheap Blank Books a Specialty.
Cheap Blank Books a Specialty.

LEARY'S WONDERFUL BOOK STORE, FIFTH AND WALNUT.

COME AND SPEND AN HOUR IN LEARY'S New store. Large second-story room just fitted up.

LEARY'S CHEAP BOOK STORE, 2 11 stuthsstsp FIFTH AND WALNUT.

FOURTH EDITION

LATER FROM EUROPE.

Miss Louisa Guelph's Dowry.

Revictualling of Paris.

French War "Contribution."

The Cession of Alsace.

The Steamer Tennessee

Further Reassuring Details.

The Andrews Statue in Boston.

Etc., Etc., Etc., Etc., Etc

FROM EUROPE.

The Princess Louise Gets Her Dowry and an Annual Allowance.

LONDON, Feb. 13—Evening.—The House of Commons to-night, on motion of Mr. Gladstone, voted a dowry of £30,000 to the Princess Louise, and an annual allowance of £6000. The vote was unanimous.

Mr. Gladstone denied that the Prussians had placed obstacles in the way of

The Revictualling of Paris.

The Premier also said the Government had suggested to Prussia to make known the proposed terms of peace.

The Paris War Contribution.

VERSAILLES, Feb. 13.—The bankers of Paris are fully provided with means to loan the city of Paris the 200,000,000f. needed for payment of the war contribution.

The French have proposed a prolongation of the armistice. Favre is expected at Versailles.

The Emperor Will Go to Berlin

at the beginning of March to open the session of the Reichstag. The army and commanders, nevertheless, will remain in France until the end of the war.

The Advance to the Empire by Prussia.

BERLIN, Feb. 13.—The lower house of the Prussian Diet has approved the proposed advance of the fifty million thalers to the Empire.

The Cession of Alsace.

LONDON, Feb. 13.—The *Industriel Alsacien*, published at Strasburg, contains a communication signed by "Prussian" to the effect that Germany will never restore to France the territory covered by the city of Strasburg.

China Quiet.

The British Foreign Office has received a telegram dated Pekin, January 26, at which date the north of China was in a perfectly quiet condition.

Collision at Sea.

LONDON, Feb. 13.—The Guion steamship Wyoming and Cunard steamer Morocco met in collision in the Mersey, and the latter was so much damaged that she was run ashore to stop the leak.

FROM WASHINGTON.

The Vessel Supposed to be the Tennessee—No Other Ship It Could be Mistaken For.

Despatch to the Associated Press.

WASHINGTON, Feb. 14.—Prompt inquiry at the Navy Department by the reporter of the Associated Press, upon the telegram being received here of the Tennessee having been sighted on the 28th of January, seems to indicate, judging from the probable whereabouts of other U. S. men-of-war in the Gulf of Mexico, that the British captain who reports having sighted a vessel answering the rig of the Tennessee is right in his conclusions that such was the vessel observed.

The only two United States steamers stationed about the Gulf of Mexico similarly rigged to the Tennessee are the Severn, Admiral Lee's flagship, and the Congress, both of which, though somewhat smaller in their dimensions, have a resemblance to the Tennessee. The latest reports to the department almost preclude any idea that the steamer sighted on the 28th would be either of the above. The Severn arrived at Kingston on the 20th, and was still in that port on the 28th, while the Congress was at Key West on the 24th, and the probabilities were strongly in favor of her remaining there for some time. The Yantic, Nantasket, and Swatara, all much smaller and differently rigged from the Tennessee, are cruising about San Domingo, but it is hardly possible that either of them could be mistaken for the Tennessee.

The Chinese Steamship Subsidy.

Special Despatch to The Evening Telegraph.

The Senate Appropriation Committee to-day agreed to increase the subsidy on the China service from California to one million dollars, the company to double their trips.

The Ocean Steamer Projects.

The Senate is engaged in considering a bill for a line of steamers from New Orleans to Mexico and a line to Australia.

The Modified Oath Case.

The Senate joint resolution that passed yesterday to allow Dr. Miller to take the modified oath will not pass the House.

FROM NEW ENGLAND.

Unveiling of the Andrews Statue.

BOSTON, Feb. 14.—Thomas Ball's marble statue of the late Governor Andrew was formally unveiled and presented to the Commonwealth to-day, the ceremony taking place in Doric Hall, the State House space being too limited. Only the Governor and staff, members of the Legislature, and the committee of presentation were admitted. The chairman of the Citizens' committee, William Gray, who procured the statue, made the presentation in an appropriate address, and was responded to by Governor Claflin on behalf of the State. The Governor's speech was an eloquent tribute to the memory of the distinguished citizen and able magistrate, whose virtue and patriotism they were assembled to honor. The statue is conceded to be a striking likeness and fine work of art.

FROM THE WEST.

The Newport Bridge Question.

ST. LOUIS, Feb. 14.—Governor Stannard, as representative of the Merchants' Exchange, and Lee R. Shryock, President of the Board of Trade, left here last night for Washington, to oppose the erection of the Newport Bridge according to the present plans.

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AND

Card Engraving.

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FIFTH EDITION

THE LATEST NEWS.

Evening Cable News.

The Joint High Commission.

Appointment of Sir Stafford Northcote.

A Sketch of His Life

Cambetta Seriously Ill.

Latest Cable Quotations.

DOMESTIC AFFAIRS.

Funeral of Alice Cary.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Appointment of Sir Stafford Northcote as Member of the Joint High Commission.

LONDON, Feb. 14.—The *Times* of to-day says private engagements of Sir John Rose preventing his acceptance of the position as member of the high commission for the adjustment of all questions at issue with the United States, it has been tendered to Sir Stafford Northcote, and the latter has accepted and will sail during the present week for the United States. Sir Stafford is probably more intimately acquainted with all considerations arising out of the Alabama claims than any other person who could have been selected for the position.

The London Conference.

The next meeting of the London Conference will be held on Thursday next.

Mr. Washburne in Paris.

BRUSSELS, Feb. 13.—Mr. Washburne, American Minister to France, has returned to Paris. *The Echo du Parlement* of to-day says

Gambetta is Seriously Ill.

The Germans in the Seine Inferieure exact a contribution of twenty-five francs from each inhabitant.

Swiss Troops Furloughed.

BERNE, Feb. 13.—Furloughs have been accorded to large portions of the Swiss troops stationed upon the frontier of France.

The Right Hon. Sir Stafford Northcote.

This distinguished statesman, who has been appointed by Great Britain a member of the joint high commission to settle the Alabama and fishery questions, in the place of Sir John Rose, resigned, is a Londoner by birth, and barely past fifty years of age. He is an Oxford man by education, and in his year won for Balliol College a high place in the university honor lists, taking first-class in classics and third in mathematics. He studied for the bar, and was called in 1847.

Coming of a wealthy family, he was early destined for a legislative career, and, in order to obtain the highest training for the public service, he became Mr. Gladstone's private secretary when that gentleman held the position of President of the Board of Trade. In 1851 he was one of the secretaries of the Exhibition Committee, and for his services was made a C. B. His parliamentary career has been interrupted at least once since his election for Dudley in 1855, by his defeat when seeking the favors of the electors of North Devon in 1857.

Since then he has received the suffrages of that body. He has always held a high position on his side of the House. He had the reputation of being an able financier, and the most skillful conservative criticisms of Mr. Gladstone's budget statements not unfrequently came from him. After a comparatively short preliminary training he was made Financial Secretary of the Treasury in 1859. Lord Derby made him President of the Board of Trade in 1866, and some months later he was appointed Secretary of State for India.

His most important publication has been "Twenty Years of Financial Policy, 1841–61." Sir Stafford Northcote was on the British war steamer Deerhound, whose reported loss in December, 1869, occasioned a great sensation in England and this country.

This Morning's Quotations.

LONDON, Feb. 14—11·30 A. M.—Consols 92¼ for both money and account. American securities are quiet and steady. United States 5-20s of 1862, 91¾; of 1865, old, 90¾; of 1867, 89¾; 10-40s, 87¾. Stocks steady; Erie Railroad, 19; Illinois 109½; Atlantic and Great Western, 29.

LIVERPOOL, Feb. 14—11·30 A. M